

Washington, Wednesday, September 2, 1964 🕜 😹

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5-year Cumulation

# **UNITED STATES** STATUTES AT LARGE

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Lists all prior laws and other Federal instruments which were amended, repealed, or otherwise affected by the provisions of public laws enacted during the years 1956-1960. Includes index of popular name acts affected in Volumes 70-74.

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# Rules and Regulations

# Title 7—AGRICULTURE

Chapter VII-Agricultural Stabilization and Conservation Service (Agricultural Adjustment), Department of Agriculture

SUBCHAPTER B-FARM MARKETING QUOTAS AND ACREAGE ALLOTMENTS

# PART 718-DETERMINATION OF ACREAGE AND COMPLIANCE-

### Report of Acreage; Correction

In F.R. Doc. 64-5592 appearing at page 7311 of the issue for Friday, June 5, 1964, the following corrections are made in

In subparagraph (6) (vii):

1. After the word "California" the third designated county, "Stanislaus" is changed to read "Merced".

2. After the word "Kansas" the first designated county "Gray" is changed to read "Clay".

Signed at Washington, D.C., on August PART 908-VALENCIA ORANGES 27, 1964.

RAY FITZGERALD, Acting Administrator, Agricultural Stabilization and Conservation Service.

[F.R. Doc. 64-8915; Filed, Sept. 1, 1964; 8:49 a.m.]

SUBCHAPTER C-SPECIAL PROGRAMS [Amdt. 6]

### PART 775—FEED GRAINS

# Subpart—1963 Feed Grain Program Regulations

### REQUIREMENTS OF ELIGIBILTY

The regulations governing the 1963 Feed Grain Program, 28 F.R. 4282, as amended, are hereby further amended by adding the following sentence at the end of § 775.205(c) (1): "A producer who violates the requirement of this subparagraph (1) shall be ineligible for diversion and price support paymentsunder the program, except that if the county committee determines with the approval of a representative of the State committee that the producer made a good faith effort to comply with such requirement and the total feed grain base for each farm is exceeded by no more than the larger of 2 acres or 5 percent of the total feed grain base (but not to exceed 15 acres), the producer shall be eligible for diversion and price support payments but the diversion payment otherwise earned by the producer under the pro-

gram shall be reduced in an amount determined by multiplying the number of acres the total feed grain base is exceeded on each farm by the smallest average per acre diversion payment earned on any farm in which he shares in a diversion payment, but not to exceed the sum of the diversion payments otherwise earned by the producer under the program."

Signed at Washington, D.C., on August 26, 1964.

RAY FITZGERALD, - Acting Administrator, Agricultural Stabilization and Conservation Service.

[F.R. Doc. 64-8887; Filed, Sept. 1, 1964; 8:46 a.m.]

Chapter IX—Agricultural Marketing Service (Marketing Agreements and Orders; Fruits, Vegetables, Tree Nuts), Department of Agriculture

[Valencia Orange Reg. 98, Amdt. 1]

# **GROWN IN ARIZONA AND DESIG-**NATED PART OF CALIFORNIA

#### Limitation of Handling

Findings. 1. Pursuant to the marketing agreement, as amended, and Order No. 908, as amended (7 CFR Part 908), regulating the handling of Valencia oranges grown in Arizona and designated part of California, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674), and upon the basis of the recommendation and information submitted by the Valencia Orange Administrative Committee, established under the said amended marketing agreement and order, and upon other available information, it is hereby found that the limitation of handling of such Valencia oranges, as hereinafter provided, will tend to effectuate the declared policy of the act.

2. It is hereby further found that it impracticable and contrary to the public interest to give preliminary notice. engage in public rule making procedure. and postpone the effective date of this amendment until 30 days after publication thereof in the Federal Register (5 U.S.C. 1001-1011) because the time intervening between the date when information upon which this amendment is based became available and the time when this amendment must become effective in order to effectuate the declared policy of the act is insufficient, and this amendment relieves restriction on the

handling of Valencia oranges grown in Arizona and designated part of California.

Order, as amended. The provisions in paragraph (b) (1) (ii) of § 908.398 (Valencia Orange Regulation 98, 29 F.R. 12001) are hereby amended to read as follows:

§ 908.398 Valencia Orange Regulation 98.

(b) \* \* \*

(I) \* \* \*

(ii) District 2: 500.000 cartons.

(Secs. 1-19, 48 Stat. 31, as amended; 7 U.S.C. 601-674)

Dated: August 28, 1964.

PAUL A. NICHOLSON. Deputy Director, Fruit and Vegetable Division, Agricultural Marketing Service.

[F.R. Doc. 64-8888; Filed, Sept. 1, 1964; 8:46 a.m.1

Chapter X-Agricultural Marketing Service (Marketing Agreements and Orders; Milk), Department of Agriculture

[Milk Order 136]

### PART 1136-MILK IN GREAT BASIN MARKETING AREA

### Order Terminating Certain Provisions

Pursuant to the provisions of the agricultural Marketing Agreement Act of 1937, as amended '(7 U.S.C. 601 et seq.), and of the order regulating the handling of milk in the Great Basin marketing area (7 CFR Part 1136), it is hereby found and determined that:

- (a) The following provisions of the order which relate to the base plan and all references thereto no longer tend to effectuate the declared policy of the Act:
  - (1) Section 1136.18;(2) Section 1136.19;
- (3) In § 1136.22(k) (3), the "s" from "prices" and the provision "base milk and excess ";
- (4) In § 1136.30(a) (1) (i), the provision "and, unless payment for such milk is to be made pursuant to § 1136.80(b), the aggregate quantities of base milk and excess milk, respectively";
  (5) In § 1136.30(b) (2), the word "and"
- following the semicolon at the end of the sentence:
  - (6) Section 1136.30(b)(3);
  - (7) Section 1136.65;
  - (8) Section 1136.66;
- (9) In § 1136.71, the "s" from "prices" appearing in the section heading;

(10) In § 1136.71, the "s" from the word "prices" and the provision ", of base milk and of excess milk received from producers", both appearing in the introductory text preceding paragraph (a);

(11) In § 1136.71, paragraphs (h), (i), (j), (k), and (l); (12) In § 1136.72, the "s"

from "prices";

13) In § 1136.73(a), the "prices" and the word "base"; the "s" from

"s" from (14) In § 1136.74(b), the "prices";

(15) In § 1136.80(a) (2), the "s" from "prices";

(16) In § 1136.80(b) (2), the "s" from "prices"

(17) In § 1136.80(b) (3), the "s" from "prices"; and

(18) Section 1136.80(d) (2).

(b) Thirty days notice of the effective date hereof is impractical, unnecessary, and contrary to the public interest in that:

(1) This termination order does not require of persons affected substantial or extensive preparation prior to the effective date.

(2) This termination order is necessary to reflect current marketing conditions and to maintain orderly marketing conditions in the marketing area.

(3) The termination action will permit milk of producers to be shipped to other Federal order markets without regard to a base-building period. Presently, under the base plan provisions of the order producers are denied that part of their base on the amount of milk shipped to other Federal order markets during the base-building period.

(4) Interested parties were afforded opportunity to file written data, views or arguments concerning this termination (29 F.R. 11535). None were filed in opposition to the proposed termination.

Therefore, good cause exists for making this order effective upon publication in the Federal Register.

It is therefore ordered, That the aforesaid provisions of the order are hereby terminated.

(Secs. 1-19, 48 Stat. 31, as amended; 7 U.S.C. 601-674)

Effective date: The date of publication in the FEDERAL REGISTER.

Signed at Washington, D.C., on August 28, 1964.

GEORGE L. MEHREN, Assistant Secretary.

[F.R. Doc. 64-8916; Filed, Sept. 1, 1964; 8:49 a.m.]

# Title 49—TRANSPORTATION

Chapter I-Interstate Commerce Commission

[Ex Parte No. 230]

PART 500-PRACTICES OF FOR-HIRE CARRIERS OF PROPERTY PARTICI-PATING IN TRAILER-ON-FLATCAR SERVICE

# Piggyback Service; Postponement of **Effective Date**

Upon consideration of the record in the above-entitled proceeding, and the filing of a suit styled Atchison, Topeka and Santa Fe Railway Company, et al. v. United States, Civil Action No. 64C-1442, in the United States District Court for the Northern District of Illinois, Eastern Division, in which suit plaintiffs seek to enjoin, annul and set aside the orders of the Commission previously entered herein on March 16, 1964, and July 22, 1964, and good cause appearing therefor:

It is ordered, That the effective date of the order heretofore entered on March 16, 1964 (29 F.R. 4914) as subsequently amended by the order entered on July 22, 1964 (29 F.R. 11273) be, and it is hereby, postponed until further order of the Commission.

Dated at Washington, D.C., this 26th day of August A.D. 1964.

By the Commission, Chairman Goff.

[SEAL]

HAROLD D. MCCOY, Secretary.

[F.R. Doc. 64-8893; Filed, Sept. 1, 1964; 8:46 a.m.]

# Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Agency

SUBCHAPTER E-AIRSPACE [NEW] [Airspace Docket No. 63-WE-68]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE. AND REPORTING POINTS [NEW]

### Revocation of Federal Airway

On November 13, 1963, a notice of proposed rule making was published in the FEDERAL REGISTER (28 F.R. 12100) stating

that the Federal Aviation Agency proposed to revoke VOR Federal airway No. 486 from Tuba City, Ariz., to Dove Creek, Colorado

Interested persons were afforded an opportunity to participate in the rule making through submission of comments. Due consideration was given to all relevant matter presented. The Air Line Pilots Association objected to the revocation of the airway on the grounds that it would eliminate a valuable connecting segment under the proposed twolayer system. A recent peak-day count showed that no aircraft movement existed on the portion of V-486 involved. Also, the overlying intermediate altitude airway segment will be eliminated concurrently with the implementation of the two-layer airway route structure September 17, 1964. For these reasons, the retention of V-486 between Tuba City and Dove Creek in the two-layer system would serve no purpose since route continuity will not exist northeast of Dove Creek. The Air Transport Association concurred in the proposed amendment.

The substance of the proposed amendment having been published and for the reason stated in the notice the following action is taken:

1. In § 71.123 (29 F.R. 1009), V-486 is revoked.

This amendment shall become effective 0001 e.s.t., November 12, 1964.

(Sec. 307(a) of the Federal Aviation Act of 1958; 49 U.S.C. 1348)

Issued in Washington, D.C., on August 26, 1964.

DANIEL E. BARROW, Chief, Airspace Regulations and Procedures Division.

[F.R. Doc. 64-8878; Filed, Sept. 1, 1964; 8:45 a.m.]

[Airspace Docket No. 63-WA-81]

# PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS [NEW]

Alteration of Federal Airways and Transition Area; Designation of Reporting Point

Correction

In F.R. Doc. 64-8721, appearing in the issue of Friday, August 28, 1964, at page 12362, the FEDERAL REGISTER citation in the second line should be corrected to read "29 F.R. 11112".

### SUBCHAPTER F-AIR TRAFFIC AND GENERAL OPERATING RULES INEW!

[Reg. Docket No. 6132; Amdt. 390]

# PART 97—STANDARD INSTRUMENT APPROACH PROCEDURES [NEW]

#### Miscellaneous Amendments

The amendments to the standard instrument approach procedures contained herein are adopted to become effective when indicated in order to promote safety. The amended procedures supersede the existing procedures of the same classification now in effect for the airports specified therein. For the convenience of the users, the complete procedure is republished in this amendment indicating the changes to the existing procedures.

As a situation exists which demands immediate action in the interests of safety in air commerce, I find that compliance with the notice and procedure provisions of the Administrative Procedure Act is impracticable and that good cause exists for

making this amendment effective within less than 30 days from publication.

In view of the foregoing and pursuant to the authority delegated to me by the Administrator (24 F.R. 5662), Part 97 [New] (14 CFR Part 97 [New]) is amended as follows:

1. By amending the following automatic direction finding procedures prescribed in § 97.11(b) to read:

ADF STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Cellings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

All an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes: Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
	,	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than
From—	To				65 knots or less	More than 65 knots	2-engine, more than 65 knots
Charleston RBnCHS VOR	LOM	Direct Direct	1500 1500	T-dn C-dn S-dn-15 A-dn	300-1 400-1 400-1 800-2	300-1 500-1 400-1 800-2	200-1/4 500-1/4 400-1 800-2

Radar vectoring authorized in accordance with approved patterns.
Procedure turn W side of crs, 329° Outbind, 149° Inbind, 1300′ within 10 miles.
Minimum altitude over facility on final approach crs, 1100′.
Crs and distance, facility to airport, 149°—3,7 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.7 miles after passing CH LOM, climb to 2000′ on crs 149° within 15 miles of the LOM.
CAUTION: Tower 1049′ MSL 10 miles SE.
Other changes: Deletes transition from Tucker Int. Deletes alternate missed approach.
MSA within 25 miles of facility: 000°-090°-1300′; 090°-180°-2100′; 180°-270°-1500′; 270°-360°-1400′.

City, Charleston; State, S.C.; Airport Name, Charleston AFB/Municipal; Elev., 45'; Fac. Class., LOM; Ident., CH; Procedure No. 1, Amdt. 7; Eff. Date, 12 Sept. 64; Sup. Amdt. No. 6; Dated, 10 Mar. 62

<del></del>							
Black Forest Int	COLOM	Direct	8200	T-dn*	300-1	300-1	200-14
COS VOR	COLOM	Direct	8200	Č-dn	600-1	600-1	600-134
Hanover Int	CO LOM	Direct	7300	S-dn-35	400-1	400-1	600-134 400-1
Pinon Int	Security Int	Direct	7300	A-dn	800-2	800-2	800-2
Security Int	Fountain Int	Direct					_
Security Int	CO LOM	Direct	7300			}	
Fountain Int	CO LOM (final)	Direct	7100	i ·			1

Radar vectoring authorized in accordance with approved patterns.

Procedure 7, turn E side of crs, 166° Outbnd, 346° Inbnd, 7300′ within 10 miles.

Minimum altitude over facility on final approach crs, 7100′.

Crs and distance, facility to airport, 346°—3.3 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.3 miles after passing OO LOM, make right-climbing turn to 8000′ on crs 500° within 20 miles or, when directed by ATC, make right-climbing turn, climb to 8000′ on R-075 PEF VOR within 20 miles.

CAUTION: Sharply rising ternain W of airport. 7190′ tower 8 miles N of airport; 7923′ tower 14 miles N of airport.

7/Procedure turn not authorized when R-2601 in use.

400-1 required for takeoff Runways 30 and 35 except when monitored by departure radar.

MSA within 25 miles of facility: 180°-270°—14,400′; 270°—360°—16,100′; 360°—090°—9400′; 690°—180°—8300′.

City, Colorado Springs; State, Colo.; Airport Name, Peterson Field; Elev., 6172'; Fac. Class., MHW: Ident., CO; Procedure No. 1, Amdt. 13; Eff. Date, 12 Sept. 64; Sup. Amdt. No. 12; Dated, 14 Mar. 64

MSY VOR.	XLE RBn XLE RBn	Direct	1500 1500	T-dn C-dn	300-1 400-1	300-1 500-1	200-14 500-114
	•			A-dn If the R-273 of ceived minimu C-dn S-dn-1		800-2 or 6-mile rad 500-1 400-1	800-2

Radar vectoring authorized in accordance with approved procedures.
Radar may be used to position alreaft for final approach with the elimination of procedure turn.
Frocedure turn W side of crs, 189° Outhord, 000° Inhord, 1800′ within 10 miles. Beyond 10 miles not authorized.
Minimum altitude over facility on final approach crs, 700′; 500′ if final approach fix is received.
Crs and distance, facility to airport, 000°—1.4 miles.
Minimum altitude at 6-mile radar fix or crossing HRV R-273, 1000′.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 1.4 miles after passing XLE RBn, climb to 2000′ on MSY VOR R-351.

City, New Orleans; State, La.; Airport Name, New Orleans International (Moisant Field); Elev., 3'; Fac. Class., MHW; Ident., XLE; Procedure No. 3, Amdt. 1; Eff. Date, 12 Sept. 64; Sup. Amdt. No. Orig.; Dated, 2 Aug. 64

# **RULES AND REGULATIONS**

2. By amending the following very high frequency omnirange (VOR) procedures prescribed in § 97.11(c) to read: VOR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Celling and visibility minimums			
			Minimum	-	2-engine or less		More than
From—	То ,	Course and distance	altitude (feet)	Condition	65 knots , or less	More than 65 knots	2-engine, more than 65 knots
Berenda Int	FAT VOR (final)	Direct	1900	T-dn C-d. C-n. A-dn H aircraft equip DME Fix R- apply: C-d. C-n.	300-1 900-1 900-2 NA oed to received, 700-1 700-2	300-1 900-1 900-2 NA ve DME an the following 700-1 700-2	NA NA NA NA O the 6-mile o minimums NA NA

Procedure turn W side of crs, 313° Outbud, 133° Inbud, 2300' within 10 miles.

Minimum altitude over facility on final approach crs, 1900'.

Crs and distance, facility to airport, 163°—9.2 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished with n 9.2 miles after passing FAT VOR, turn right, proceed direct to FAT VOR, climbing to 2300' on R-305 within 20 miles.

MSA within 25 miles of facility: 360°-090°—7500'; 090°-180°—5000'; 180°-270°—1900'; 270°-380°—6000'.

City, Fresno; State, Calif.; Airport Name, Fresno-Chandler Municipal; Elev., 283'; Fac. Class., BVORTAC; Ident., FAT; Procedure No. 1, Amdt. 2; Eff. Date, 12 Sept. 64; Sup. Amdt. No. 1; Dated, 2 May 64

	,	, (	T-dn	500-1 500-2 500-1 500-2 800-2 nimums apply	300-1 500-1 500-2 500-2 500-2 800-2 after passing 500-1 400-1	200-1/ <sub>2</sub> 500-1/ <sub>2</sub> 500-2 500-2 500-2 800-2 Little Swan
--	---	-----	------	---	---	---

Procedure turn E side of crs, 128° Outbind, 308° Inbind, 2900′ within 10 miles.

Minimum altitude over facility on final approach crs, 2900′.

Crs and distance, facility to airport, 308°—7.1 miles; Little Swan Inte to airport, 308°—3.7 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 7.1 miles after passing VOR, make right-climbing turn to 2900′ and return to the HIB VOR.

¿Little Swan Int: Int HIB VOR. R-308 and EVM VOR R-240.

Authorized only for aircraft with dual VOR receivers operating simultaneously.

MSA within 25 m'les of facility: 000°-360°—3100′.

City, Hibbing; State, Minn.; Airport Name, Chisholm-Hibbing; Elev., 1352'; Fac. Class., L-BVOR; Ident., HIB; Procedure No. 1, Amdt. 1; Eff. Date, 12 Sept. 64; Sup. Amdt. No. Orig.; Dated, 25 July 63

MOT VOR	10-mile radar fix R-244	Direct	3200	T-dn*		300-1	200-1/2
	` `	<u>,</u>		C-dn	500-1	500-1	500-11/2
		,		S-dn-8		500-1 800-2	500-1 800-2
				A-dn	200-2	200-2	000-2

Radar vectoring to final approach crs authorized in accordance with approved patterns.

Procedure turn S side of crs, 244° Outhud, 064° Inbud, 3100′ within 10 miles of 10-mile radar fix R-244.

Minimum altitude over 10-mile radar fix R-244 to final approach crs, 2800′.

Crs and distance, 10-mile radar fix R-244 to airport, 064°—4.1 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.1 miles after passing 10-mile radar fix R-244, climb to 2700′ direct to MOT VOR.

NOTE: Aircraft on missed approach may be radar controlled after radar identification.

NOSA within 25 miles of facility: 000°—2800′; 000°—180°—3400′; 180°—270°—4200′; 270°—360°—3100′.

\*When weather is less than 500-1 aircraft departing Runways 12 or 18 make left-climbing turn to 2700′ prior to proceeding southbound. Aircraft departing Runway 26 climb to 2700′ on runway heading prior to proceeding southbound due to four tall towers 8 of the airport.

City, Minot; State, N. Dak.; Airport Name, Minot International; Elev., 1723'; Fac. Class., BVOR; Ident., MOT; Procedure No. 2, Amdt. Orig.; Eff. Date, 12 Sept. 64

Prescott RBn	PRC VOR	Direct	7300	T-dn* C-dn A-dn	800-2 800-2 1000-2	800-2 800-2 1000-2	800-2 800-2 1000-2

Procedure turn N side of crs, 289° Outbind, 190° Inbind, 7300′ within 10 miles. Nonstandard due to high terrain S.

Minimum altitude over facility on final approach crs, 6500′.

Crs and distance, facility to airport, 124°—3.9 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.9 miles after passing PRC VOR, make immediate left-climbing turn and return to PRC VOR; continue climb to 8000′ on R-289 within 20 miles or, when directed by ATC, make immediate left turn and climb to 9000′ on R-080 within 15 miles of PRC VOR. Beyond 15 miles not authorized.

Note: Final approach crs is to NE side of airport.
Other change: Deletes transitions from Drake VOR, Simmons Int, and Perkins Int.

\*600-2 authorized for takeoff on Runways 3 and 21.

City, Prescott; State, Ariz.; Airport Name, Prescott Municipal; Elev., 5042'; Fac. Class., BVORTAC; Ident., PRC; Procedure No. 1, Amdt. 10; Eff. Date, 12 Sept. 64; Sup. Amdt. No. 9; Dated, 9 Nov. 63

#### VOR STANDARD INSTRUMENT APPROACH PROCEDURE-Continued

Transition				Celling and visibility minimums			
			Minimum altitude (feet) Condition	nm	2-engin	More than 2-engine, more than 65 knots	
From-	То	Course and distance		65 knots or less	More than 65 knots		
Maryland Heights VOR	STL VOR	Direct	2400	T-dn O-d O-d S-d-12R S-n-12R A-dn If aircraft dual of identified, the first section of the control of the	300-1 500-1 500-2 500-1 500-2 800-2 mni equipp ollowing min 400-1	300-1 500-12 500-2 500-1 500-2 800-2 ed and St. dmums appl	500-2 500-1 500-2 800-2 Charles Int

Radar transitions to final approach crs authorized in accordance with approved patterns.

Procedure turn W side of crs, 317 Outbnd, 137 Inbnd, 2400' within 10 miles.

Minimum altitude over facility on final approach crs, 2400'.

Crs and distance, facility to airport, 137°—8.0 miles. St. Charles Int\* to airport 137°—4.0 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 8.0 miles after passing STL VOR, make right turn, climb to 2400' direct to LAQ, Bn or, when directed by ATC, make left turn, climb to 1900' direct to ST LOM.

Note: Aircraft executing missed approach may be radar controlled after radar identification.

Radar identification of St. Charles Int\* authorized.

MSA within 25 miles of the facility: 000°-930°-2000'; 090°-180°-2600'; 180°-270°-2100'; 270°-360°-2200'.

\*St. Charles Int.: Int R-137 STL VOR and R-045 MTS VOR.

City, St. Louis; State, Mo.; Airport Name, Lambert-St. Louis Municipal; Elev., 571'; Fac. Class., BVORTAC; Ident., STL; Procedure No. 1, Amdt. 9; Eff. Date, 12 Sept. 64; Sup. Amdt. No. 8; Dated, 24 Aug. 63

3. By amending the following terminal very high frequency omnirange (TerVOR) procedures prescribed in § 97.13 to read:

#### TERMINAL VOR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Cellings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums			
From-	То	Course and distance	Minimum altitude (feet)	Condition	2-engin 65 knots or less	e or less More than 65 knots	More than 2-engine, more than 65 knots

#### PROCEDURE CANCELLED EFFECTIVE 12 SEPT. 1964.

City, Charleston; State, S.C.; Airport Name, Charleston AFB/Municipal; Elev., 45'; Fac. Class., BVORTAC; Ident., CHS; Procedure No. TerVOR-3, Amdt. 1; Eff. Date, 31 Mar. 62; Sup. Amdt. No. Orig.; Dated, 8 July 61

#### PROCEDURE CANCELLED EFFECTIVE 12 SEPT. 1964.

City, Charleston; State, S.C.; Airport Name, Charleston AFB/Municipal; Elev., 45'; Fac. Class., BVORTAC; Ident., CHS; Procedure No. TerVOR-15, Amdt. 5; Eff., Date, 31 Mar. 62; Sup. Amdt. No. 4; Dated, 12 Aug. 61

### PROCEDURE CANCELLED, EFFECTIVE 12 SEPT. 1964.

City, Charleston; State, S.C.; Airport Name, Charleston AFB/Municipal; Elev., 45'; Fac. Class., BVORTAC; Ident., CHS; Procedure No. TerVOR-21, Amdt. 1; Eff. Date, 31 Mar. 62; Sup. Amdt. No. Orig.; Dated, 26 Aug. 61

#### PROCEDURE CANCELLED EFFECTIVE 12 SEPT. 1964.

City, Charleston; State, S.C.; Airport Name, Charleston AFB/Municipal; Elev., 45'; Fac. Class., BVORTAC; Ident., CHS; Procedure No. TerVOR-33, Amdt. Orig.; Eff. Date, 5 May 62

EO LFR	EUG VOR	Direct	2300	T-dn	300-1	300-1	200-1/2
***		-		A-dn  *If alreraft equip taneously or e	800-2 ped to receive conjuged wi	th DME at	nd Innetion
•	,			City Int ident C-dn S-dn-16#	500-1 400-1	500-1 400-1	500-1/4 400-1

Procedure turn W side of crs, 347° Outbnd, 167° Inbnd, 2300' within 10 miles.
Final approach from holding pattern at EUG VOR not authorized, procedure turn required.
Minimum altitude over Junction City Int on final approach crs, 1200'; over EUG VOR, 800'.
Facility on airport.
Crs and distance, Junction City Int to airport 167°—3.8 miles; breakoff point to approach end of Runway 16, 159°—0.6 mile (LMM).
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile after passing EUG VOR, turn right, climb to 2300' on R-347 within 10 miles.
CAUTION: High terrain E and W.
"If Junction City Int not identified authorized minimum over EUG VOR is 1200'.
#400—1/2 authorized, except for turbojet aircraft, with operative ALS and high-intensity runway lights. MSA within 25 miles of facility: 315°—045°—4200'; 045°—135°—5200'; 135°—225°—3900'; 225°—315°—4600'.

City, Eugene; State, Oreg.; Airport Name, Mahlon Sweet Field; Elev., 365'; Fac. Class., M-BVORTAC; Ident., EUG; Procedure No. TerVOR-16, Amdt. 6; Eff. Date, 12 Sept. 64; Sup. Amdt. No. 5; Dated, 15 Aug. 64

### **RULES AND REGULATIONS**

#### TERMINAL VOR STANDARD INSTRUMENT APPROACH PROCEDURE-Continued

Transition				Ceilin	g and visibili	ty minimum	s	
			Minimum		2-engin	e or less	More than 2-engine,	
From—	То	Course and distance (feet)		Condition	65 knots or less	More than 65 knots	more than 65 knots	
		,	,	T-dn C-dn S-dn-31 A-dn #If Norfolk Mar minimums app C-dn S-dn-31	ly: 400-1	500-1	200-34 600-134 600-1 800-2 the following 500-134 400-1	

Procedure turn E side of crs. 137° Outbnd, 317° Inbnd, 3000' within 10 miles. Minimum altitude over facility on final approach crs #2171'; over Norfolk Marker Beacon 2171'.

Animum authoride over ageinty of final approach are 2211, over Notice Market Beacon 2211.

Facility on airport.

Crs and distance, Marker Beacon to Runway, 317°—2.9 miles.

I visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile after passing OFK VOR, climb to 3000' on OFK R-317 within 10 miles and return to OFK VOR.

CAUTION: 1870' tower 3.2 miles N, 1822' tower 3.8 miles NW, 2031' tower 4.8 miles NE airport.

MSA within 25 miles of the facility: 000°-360°-3100'.

City, Norfolk; State, Nebr.; Airport Name, Karl Stefan Field (Municipal); Elev., 1671'; Fac. Class., L-BVOR; Ident., OFK; Procedure No. TerVOR-31, Amdt. Orig.; Eff. Date, 12 Sept. 64

TUT RBn	TUT VOR	Direct40 miles	T-dn C-d** C-n**	890-2 #790-2 900-2	800-2 #700-2 900-2	*200-14 #700-2 900-2
-		-	A-dn	1000-3	1000-3	1000-3

Procedure turn Right Teardrop S side of crs, 210° Outbnd, 050° Inbnd, 2000′ within 10 miles.

Do not descend below 2600′ until 4 miles Outbnd on R-210.

Minimum altitude over Logataia Hill compass locator on final approach crs, 900′; over facility, 900′#.

Facility on airport; crs and distance, breakoff point to Runway 5, 043°—1.4 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 1 mile after passing Logataia Hill compass locator, make immediate right turn and climb to 4100′ on R-210 within 20 miles.

AIR Carrier Note: Sliding scale not authorized.

Cavinon: Terrain 1265′, 1 mile NW; 1000′, 1 mile N; 1545′, 1.7 miles N; 596′, 0.2 mile N of approach crs. 450′ per mile rate of descent required after passing Logotaia Hill for straight-in landing.

\*200-½ authorized for takeoff Runway 5 only. 800-2 required Runway 23 with left turn after takeoff.

\*10 Circling to N or NW of C/L Runway 5 extended not authorized.

#II Logotala Hill compass locator not received descent to 900′ only authorized immediately upon completion of procedure turn and flight to airport under visual flight required.

required.

MSA within 25 miles of facility 000°-090°-4100′; 090°-180°-1200′; 180°-270°-2100′; 270°-360°-2600′.

Pago Pago, Tutulla Island, American Samoa; Airport Name, Pago Pago International; Elev., 29'; Fac. Class., VORW; Ident., TUT; Procedure No. TerVOR(R-230), Amdt. 2; Eff. Date, 12 Sept. 64; Sup. Amdt. No. 1; Dated, 8 Aug. 64

4. By amending the following very high frequency omnirange-distance measuring equipment (VOR/DME) procedures prescribed in § 97.15 to read: VOR/DME STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport anthorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for an route operation in the particular area or as set forth below.

Transition				Celling and visibility minimums			
	,		Minimum		2-engin	e or less	More than 2-engir e,
From	То-	Course and distance (feet)		Condition	65 knots or less	More than 65 knots	more the ti 65 knots
CHS RBn	CHS VOR	Direct	1500-	T-dn C-dn. S-dn-15. A-dn. If aircraft equipp VOR receivers ing minimums C-dn. S-dn-15#.	and Kline L	300-1 500-1 500-1 800-2 ating DME nt* identified 500-1 400-1	or ADF and

Radar vectoring authorized in accordance with approved patterns.

Procedure turn W side of crs, 334° Outhod, 154° Inhod 1300′ within 10 miles.

Minimum altitude over facility on final approach crs 400′; Kilne Int\* 500′.

Crs and distance, breaked point to Runway 15, 149°—0,9 mile.

It visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile of CHS VOR, climb to 2000′ on R-154 within 15 miles of CHS-VOR.

Nores: When authorized by ATO, CHS DME may be used for orbits from R-260° clockwise through R-035° from 7 to 10 miles at 1600′ to position aircraft for a straight-in approach with the elimination of the procedure turn.

\*Kline Int: Int. CHS VOR R-334 and 045° bearing from CHS LOM, or 5-mile DME Fix.

\*Hono-1/2 authorized, except for turbojet aircraft, with operative ALS and high-intensity runway lights.

#400-1/2 authorized, except for turbojet aircraft, with operative ALS and high-intensity runway lights.

MSA within 25 miles of facility: 000°-090°-1300′; 090-180°-2100′; 180°-270°-1500′; 270°-360°-1400′.

City, Charleston; State, S.C.; Airport Name, Charleston AFB/Municipal; Elev., 46'; Fac. Class., BVORTAC; Ident., CHS; Procedure No. VOR/DME No. 1, Amdt. Orig.; Eff. Date, 12 Sept. 64

S.P.

#### VOR/DME STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums					
	,	Minimum	Course and Minir	Course and Minim	Course and Minimum		2-engin	e or less	More than
From—	То	Course and distance (feet)		Condition	65 knots or less	More than 65 knots	2-engine, more than 65 knots		
CHS RBn	CHS VOR	Direct	2000	T-dn	e DME or l nums apply: 600-1	Radar Fix id	200-1/2 1200-1/2 1200-1 1200-2 E equipment lentified, the 600-1/2 600-1 800-2		

Radar vectoring authorized in accordance with approved patterns.
Procedure turn W side of crs, 142° Outbond, 322° Inbnd, 2000′ within 10 miles.
Minimum altitude over facility on final approach crs 600′; 50-mile DME or Radar Fix, 1200′.
Crs and distance, breakoff point to Runway 33, 329°—1.0 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile of CHS VOR, climb to 2000′ on R-322 within 15 miles of CHS VOR.
NOTE: When authorized by ATC, CHS DME may be used for orbits from R-090 clockwise through R-215 from 10 to 15 miles at 2000′ to position aircraft for a straight-in approach with the elimination of the procedure turn.
MAS within 25 miles of facility: 600°-090°—1300′; 690°—1800°—2100′; 180°—270°—1500′; 270°—360°—1400′.

City, Charleston; State, S.C.; Airport Name, Charleston AFB/Municipal; Elev., 45'; Fac. Class., BVORTAC; Ident, CHS; Procedure No. VOR/DME No. 2, Amdt. Orig.; Eff. Date, 12 Sept. 64

CHS RBn	CHS VOR	Direct	1500	T-dn C-dn S-dn-3 A-dn If aircraft is equ 5-mile DME F apply: C-dn S-dn-3	300-1 500-1 500-2 pped with ( ix identified, 400-1	300-1 500-1 500-1 800-2 operating DN the following 400-1	200-14 500-134 500-136 500-2 AE and the minimums 400-1
			ł	C am 0	100 2	1 200 2	100 1

Radar vectoring authorized in accordance with approved patterns.
Procedure turn W side of crs, 213° Outbud, 033° Inbnd, 1500′ within 10 miles.
Minimum attitude over facility on final approach crs 400°; 5-mile DME Fix, 500′.
Crs and distance, breakoff point to Runway 3, 026°—0.4 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 miles of CHS VOR, climb to 2000′ on R-033 within 15 miles of CHS-VOR.
Note: When authorized by ATC, CHS DME may be used for orbits from R-180 clockwise through R-280 from 7 to 10 miles at 1500′ to position aircraft for a straight-in approach with the elimination of the procedure turn.
MSA within 25 miles of facility 000°-090°-1300′; 090°-180°-2100′; 180°-270°-1500′; 270°-360°-1400′.

City, Charleston; State, S.C.; Airport Name, Charleston AFB/Municipal; Elev., 45'; Fac. Class., BVORTAC; Ident., CHS; Procedure No. VOR/DME No. 3, Amdt. Orig.; Eff. Date, 12 Sept. 64

	CHS RBn	CHS VOR	Direct	1600	T-dn	oed with ope VOR recei following min 400-1	vers and Sh	erwen Int*
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Radar vectoring authorized in accordance with approved patterns.
Procedure turn W side of crs, 020° Outbud, 200° Inbud, 1600′ within 10 miles.
Minimum altitude over facility approach crs 400′; Sherwen Int\* 500′.
Crs and distance, breakoff point to Runway 21, 266°—0,6 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile of CHS VOR, climb to 2000′ on R-200 within 15 miles of CHS VOR.

Note: When authorized by ATC, CHS DME may be used for orbits from R-330° clockwise through R-055° from 7 to 10 miles at 1600′ to position aircraft for a straight-in approach with the climination of the procedure turn.

"Sherwen Int: Int of R-020 CHS VOR and 034° bearing from CHS LOM, or 5-mile DME Fix.
MSA within 25 miles of facility: 000°-090°-1300°; 090°-180°-2100′; 180°-270°-1500′; 270°-380°-1400′.

City, Charleston; State, S.C.; Airport Name, Charleston AFB/Municipal; Elev., 45'; Fac. Class., BVORTAC; Ident., CHS; Procedure No. VOR/DME No. 4, Amdt. Orig.; Eff. Date, 12 Sept. 64

			ı ————————————————————————————————————		l		<u> </u>	
		-			T-dn C-dn	300-1 600-1	300-1 600-1	200-1/2 600-1/2
	-				S-dn-31 A-dn	600-1	600-1 800-2	600-1 <sup>-2</sup> 800-2
	1				If aircraft equipp	ed with oper	ating DME	or ADF and
•				,	VOR or dual V fied, the follow	OR receiver	s and Wilcox is apply:	Int* identi-
					C-dn S-dn-31	400-1 400-1	500-1 400-1	500-13/2 400-1
1	1		1		5-uu-01	400-1	400-1	409-1

Radar vectoring authorized in accordance with approved patterns.
Procedure turn N side of crs, 125° Outbud, 305° Inbnd, 1600′ within 10 miles.
Minimum altitude over facility on final approach crs 500′; Wilcox Int\* 700′.
Crs and distance breakoff point to Runway 31, 310°—0.4 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile of ORL VOR, turn right and climb to 2000′ on R-043 within 20 miles of ORL VOR.
NOTE: When authorized by ATC, climb to 2000′ on R-308 within 20 miles of ORL VOR.
NOTE: When suthorized by ATC, orlando DME may be used for orbits from R-045 clockwise through R-230 from 7 to 10 miles at 1700′ to position aircraft for a straightin approach with the climination of the procedure turn.
\*Wilcox Int: Int ORL VOR R-125 and MCO VOR R-050 and 026° bearing from MCO RBn or 6.0-mile DME Fix on ORL VOR R-125.

City, Orlando; State, Fla.; Airport Name, Herndon; Elev., 113'; Fac. Class. and Ident., H-BVOR/DME ORL; Procedure No. VOR/DME No. 1, Amdt. 1; Eff. Date, 12 Sept. 64; Sup. Amdt. No. Orig.; Dated, 29 Aug. 64

### 5. By amending the following instrument landing system procedures prescribed in § 97.17 to read:

#### ILS STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Cellings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition				Ceiling and visibility minimums				
:	,	Government Minimum			2-engine or less		More than	
From—	To— Course an distance		altitude (feet)	Condition	65 knots or less	More than 65 knots	2-engine, more than 65 knots	
Charleston RBnCharleston VOR	LOM	Direct	1500 1500	T-dn** C-dn S-dn-15#* A-dn	300-1 400-1 200-1/2 600-2	300-1 500-1 200-1 <sub>6</sub> 600-2	200-1/2 500-11/2 200-1/2 600-2	

Radar vectoring authorized in accordance with approved patterns.

Procedure turn W side of crs, 329° Outbnd, 149° Inbnd, 1300′ within 10 miles.

Minimum altitude at glide slope interception Inbnd final, 1100′.

Altitude of glide slope and distance to approach end of runway at OM, 1055′—3.7 miles; at MM, 233′—0.6 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 2000′ on R-149 CHS VOR within 15 miles of CHS

VOR.

CAUTION: Tower 1049' 10 miles SE.

Other changes: Deletes transition from Tucker Int. Deletes alternate missed approach.

\*400-¾ required when glide slope not utilized.

\*Rumway visual range 2500' also authorized for landing on Rumway 15, provided all components of the ILS, high-intensity rumway lights, approach lights, condenser discharge flashers, outer compass locator, and all related airborne equipment are operating satisfactorily. Descent below 245' shall not be made unless visual contact with the approach lights has been established or the aircraft is clear of the clouds.

\*Rumway visual range 2600' also authorized for takeoff on Rumway 15 in lieu of 200-½ when 200-½ is authorized, provided high-intensity rumway lights are operational.

City, Charleston; State, S.C.; Airport Name, Charleston AFB/Municipal; Elev., 45'; Fac. Class., ILS; Ident., I-CHS; Procedure No. ILS-15, Amdt. 8; Eff. Date, 12 Sept. 64; Sup. Amdt. No. 7; Dated, 10 Mar. 62

Black Forest Int Hanover Int Fencity Int Prinon Int Security Int Fountain Int COS YOR	LOM LOM LOM Security Int Fountain Int LOM LOM LOM LOM LOM (final) LOM (final) LOM	Direct	7300 7300 7300 7300	T-dn# C-dn S-dn-35 A-dn	600-1 200-1 <u>4</u>	300-1 600-1 200-34 600-2	200-14 600-114 200-34 600-2
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Radar vectoring authorized in accordance with approved patterns.

% Procedure turn E side S crs, 166° Outhord, 346° Inhord, 7300′ within 10 miles.

Minimum altitude at glide slope interception Inhord, 7100′.

Altitude of glide slope and distance to approach end of runway at OM, 7081′—3.3 miles; at MM, 6272′—0.5 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, make a right climbing turn to 8000′ on crs 074° from LMM within 15 miles or, when directed by ATC, make right climbing turn and climb to 8000′ on COS VOR R—162 within 20 miles of VOR.

CAUTION: 7190′ tower 8 miles N of airport; 7923′ tower 14 miles N of airport; sharply rising terrain W of airport.

%Procedure turn not authorized when R—2501 in use.

#400-1 required for takeoff on Runways 30 and 35, except when monitored by departure radar.

City, Colorado Springs; State, Colo.; Airport Name, Peterson Field; Elev., 6172'; Fac. Class., ILS; Ident., I-COS; Procedure No. ILS-35, Amdt., 17; Eff. Date, 12 Sept. 64; Sup. Amdt. No. 16; Dated, 14 Mar. 64

# 6. By amending the following radar procedures prescribed in § 97.19 to read:

#### RADAR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet, MSL. Cellings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If a radar instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of the Federal Aviation Agency. Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below. Positive identification must be established are controller. From initial contact with radar to final authorized landing minimums, be instructions of the radar controller are mandatory except when (A) visual contact is established on final approach at or before descent to the authorized landing minimums, or (B) at pilot's discretion if it appears desirable to discontinue the approach, except when the radar controller may direct otherwise prior to final approach, a missed approach shall be executed as provided below when (A) communication on final approach is lost for more than 5 seconds during a precision approach, or for more than 30 seconds during a surveillance approach; (B) directed by radar controller; (C) visual contact is not established upon descent to authorized landing minimums; or (D) if landing is not accomplished.

Transition				Ceiling and visibility minimums			
		Course and distance	Minimum altitude (feet)		2-engine or less		More than 2-engine,
From—	То			Condition	65 knots or less	More than 65 knots	more than 65 knots
035° 285° 285°	285°	Within: 25 miles 0–10 miles 10–25 miles	1500 1500 1600	St T-dn C-dn S-dn-15# S-dn-21/3/33 A-dn	300-1 400-1 400-1 400-1 800-2	300-1 500-1 400-1 400-1 800-2	200-1/4 500-1/4 400-1 400-1 800-2

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished Runway 15: Climb to 2000' on R-149 within 15 miles of CHS VOR. Runway 3: Climb to 2000' on R-322 within 15 miles of CHS VOR. Runway 3: Climb to 2000' on R-322 within 15 miles of CHS VOR. Runway 21; Climb to 2000' on R-322 within 15 mile

City, Charleston; State, S.C.; Airport Name, Charleston AFB/Municipal; Elev., 45'; Fac. Class. and Ident., Charleston Radar; Procedure No. 1, Amdt. 1: Eff. Date, 12 Sept. 64; Sup. Amdt. No. Orig.; Dated, 3 Feb. 62

3

These procedures shall become effective on the dates specified therein.

(Secs. 307(c), 313(a), 601, Federal Aviation Act of 1958; 49 U.S.C. 1348(c), 1354(a), 1421; 72 Stat. 749, 752, 775)

Issued in Washington, D.C., on August 7, 1964. -

G. S. Moore, Director, Flight Standards Service.

[F.R. Doc. 64-8236; Filed, Sept. 1, 1964; 8:45 a.m.]

# Title 21—FOOD AND DRUGS

Chapter I—Food and Drug Administration, Department of Health, Education, and Welfare

SUBCHAPTER B-FOOD AND FOOD PRODUCTS

PART 121—FOOD ADDITIVES

# Subpart D—Food Additives Permitted in Food for Human Consumption

DEFOAMING AGENTS

The Commissioner of Food and Drugs, having evaluated the data in a petition (FAB 1468) filed by Balab, P.O. Box 1068, Burlingame, California, and other relevant material, has concluded that the food additive regulations should be amended to provide for the safe use of calcium stearate and magnesium stearate as components of defoaming agents used in processing beet sugar and yeast. Therefore, pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409(c) (1), 72 Stat. 1786; 21 U.S.C. 348(c) (1)), and under the authority delegated to the Commissioner by the Secretary of Health, Education, and Welfare (21 CFR 2.90; 29 F.R. 471), § 121.-1099 is amended by inserting in the table in paragraph (a) (3), in alphabetical sequence, the following new items:

# § 121.1099 Defoaming agents.

\* \* (a) \* \* \* (3) \* \* \*

Substances

Limitations

Calcium stearate... As defined in § 121.1071.

Magnesium stea- As defined in § 121.1071. rate.

Any person who will be adversely affected by the foregoing order may at any time within 30 days from the date of its publication in the FEDERAL REGISTER file with the Hearing Clerk, Department of Health, Education, and Welfare, Room 5440, 330 Independence Avenue SW., Washington 25, D.C., written objections thereto. Objections shall show wherein the person filing will be adversely affected by the order and specify with particularity the provisions of the order deemed objectionable and the grounds for the objections. If a hearing is re-quested, the objections must state the issues for the hearing. A hearing will be granted if the objections are supported by grounds legally sufficient to justify the relief sought. Objections may be accompanied by a memorandum or brief in support thereof. All documents shall be filed in quintuplicate.

Effective date. This order shall be effective on the date of its publication in the Federal Register.

(Sec. 409(c)(1), 72 Stat. 1786; 21 U.S.C. 348(c)(1))

Dated: August 27, 1964.

John L. Harvey, Deputy Commissioner of Food and Drugs.

[F.R. Doc. 64-8909; Filed, Sept. 1, 1964, 8:48 a.m.]

#### SUBCHAPTER C-DRUGS

### PART 146α—CERTIFICATION OF PEN-ICILLIN AND PENICILLIN-CONTAIN-ING DRUGS

# Phenethicillin Potassium; Change in Expiration Date

Under the authority vested in the Secretary of Health, Education, and Welfare by the Federal Food, Drug, and Cosmetic Act (sec. 507, 59 Stat. 463 as amended; 21 U.S.C. 357) and delegated to the Commissioner of Food and Drugs by the Secretary (21 CFR 2.90; 29 F.R. 471), the regulations for the certification of penicillin and penicillin-containing drugs (21 CFR 146a.17) are amended as follows:

Section 146a.17 Phenethicillin potassium (potassium  $\alpha$ -phenoxyethyl penicillin) tablets is amended by changing the words "or 48 months after" in paragraph (c) (1) (ii) to read "48 months, or 60 months after". As amended, paragraph (c) (1) (ii) reads as follows:

# \$146a.17 Phenethicillin (potassium $\alpha$ -phenoxyethyl penicillin) tablets.

(c) \* \* \*

(1) \* \* \*

(ii) The statement "Expiration date \_\_\_\_," the blank being filled in with the date that is 12 months after the month during which the batch was certified, except that the blank may be filled in with the date that is 18 months, 24 months, 30 months, 36 months, 48 months, or 60 months after the month during which the batch was certified if the person who requests certification has submitted to the Commissioner results of tests and assays showing that after having been stored for such period of time such drug as prepared by him complies with the standards prescribed by paragraph (a) of this section.

Notice and public procedure and delayed effective date are not necessary prerequisites to the promulgation of this order, and I so find, since the nature of the change is such that it cannot be applied to any specific product unless and until the manufacturer thereof has supplied adequate data regarding that article. Effective date. This order shall be effective on the date of its publication in the FEDERAL REGISTER.

(Sec. 507, 59 Stat. 463 as amended; 21 U.S.C. 357)

Dated: August 26, 1964.

JOHN L. HARVEY, Deputy Commissioner of Food and Drugs.

[F.R. Doc. 64-8910; Filed, Sept. 1, 1964; 8:48 a.m.]

# PART 146a—CERTIFICATION OF PEN-ICILLIN AND PENICILLIN-CONTAIN-ING DRUGS

# Phenethicillin Potassium; Change in Expiration Date

Under the authority vested in the Secretary of Health, Education, and Welfare by the Federal Food, Drug, and Cosmetic Act (sec. 507, 59 Stat. 463 as amended; 21 U.S.C. 357) and delegated to the Commissioner of Food and Drugs by the Secretary (21 CFR 2.90; 29 F.R. 471), the regulations for the certification of penicillin and penicillin-containing drugs are amended as follows:

Section 146a.16 is amended to provide a new expiration date of 36 months for phenethicillin potassium by changing paragraph (c) (3) to read as follows:

§ 146a.16 Phenethicillin potassium (potassium α-phenoxyethyl penicillin).

(c) \* \* \*

(3) The statement "Expiration date \_\_\_\_\_," the blank being filled in with the date that is 24 months after the month during which the batch was certified, except that the blank may be filled in with the date that is 30 months or 36 months after the month during which the batch was certified if the person who requests certification has submitted to the Commissioner results of tests and assays showing that after having been stored for such period of time such drug as prepared by him complies with the standards prescribed by paragraph (a) of this section.

Notice and public procedure and delayed effective date are not necessary prerequisites to the promulgation of this order, and I so find, since the nature of the change is such that it cannot be applied to any specific product unless and until the manufacturer thereof has supplied adequate data regarding that article.

Effective date. This order shall be effective on the date of its publication in the Federal Register.

(Sec. 507, 59 Stat. 463 as amended; 21 U.S.C. 357)

Dated: August 26, 1964.

John L. Harvey, Deputy Commissioner of Food and Drugs.

[F.R. Doc. 64-8911; Filed, Sept. 1, 1964; 8:48 a.m.]

# Title 47—TELECOMMUNICATION

Chapter I—Federal Communications
Commission

# PART 1—PRACTICE AND PROCEDURE

# Interpretations of Fee Rules and Procedures

The Commission, having under consideration the amendment of Appendix B to Part 1 of its rules pertaining to interpretations of the Commission's fee rules and procedures; and

It appearing, that the Commission, on July 23, 1964, issued a Public Notice announcing additional interpretations of the rules and procedures applicable to the fee schedule; and

It further appearing, that the aforementioned additional interpretations should be included in Appendix B to Part 1 of the rules; and

It further appearing, that certain editorial changes should be made with respect to the introductory text and the renumbering of the interpretations presently contained in Appendix B; and

It further appearing, that the amendments adopted herein are editorial in nature and hence compliance with the requirements of section 4 of the Administrative Procedure Act is unnecessary; and

It further appearing, that the amendments adopted herein are issued pursuant to authority contained in section 4(i), 5(d) (1), and 303(r) of the Communications Act of 1934, as amended, and section 0.11(e) and 0.261(a) of the rules relating to Commission Organization;

It is ordered, This 28th day of August 1964, that effective September 2, 1964, Appendix B to Part 1 of the Commission's rules and regulations is amended as set forth below.

(Secs. 4, 5, 303, 48 Stat. 1066, as amended, 1068, as amended, 1082, as amended; 47 U.S.C. 154, 155, and 303)

Released: August 28, 1964.

[SEAL]

Federal Communications Commission, Ben F. Waple, Secretary.

1. Appendix B to Part 1 is amended by revising the introductory text, by redesignating interpretations 1 through 11 as 64–1 through 64–11, by deleting interpretation number 12, and by adding interpretations 64–12 through 64–19, as follows:

APPENDIX B—Interpretations of Fee Rules and Procedures

Implementation of the Commission's schedule of filing fees has resulted in a num-

ber of questions requiring interpretations of the rules and administrative procedures applicable to the fee schedule. In view of the fact that many of these interpretations should serve as useful guidance to the general public, periodic releases of such interpretations are being made. The questions and interpretations which have been released are set forth below. Further information relative to the fee schedule may be obtained by reference to the folder on fees maintained in the Broadcast and Docket Reference Room of the Commission's offices at Washington, D.C.

64-12. Question. Where applications for a construction permit and a covering license are permitted to be filed simultaneously, will a fee be required for each application?

a fee be required for each application? Interpretation. When applications for a construction permit and a covering license are permitted to be filed simultaneously and, in fact, are filed simultaneously, one fee will suffice for both applications. In any event, where the rules specifically provide that there is no fee for an application for a covering license, only the fee for the application for construction permit will be required.

construction permit will be required. 64-13. Question. What fees will apply in the various services with respect to the filing of an application for additional time to construct a radio station?

Interpretation. Applications for additional time to construct a radio station fall within the category "all other applications" as used in the fee rules applicable to the Broadcast, Safety & Special, and Common Carrier Services, respectively. Thus, such applications must be accompanied by a fee of \$10 in the Safety and Special and Common Carrier Services, and a fee of \$30 in the Broadcast Services (under § 1.1111, no fee is required if the application is filed with respect to a television translator station).

64-14. Question. Applications filed for

64-14. Question. Applications filed for Civil Air Patrol stations are exempt from the payment of fees under §§ 1.1115(b) (8) and 87.53(b) of the rules. Does this exemption include applications filed in the Citizens Radio Service by Civil Air Patrol units?

Interpretation. The exemptions for Civil Air Patrol stations contained in §§ 1.1115(b) (8) and 87.53(b) of the rules relate to applications filed for Civil Air Patrol stations under Subpart 0 of Part 87 of the rules, and do not relate to applications which might be filed by Civil Air Patrol units under other provisions of the Commission's rules. It should be emphasized that an exemption which is provided for a specific class of applicant filing in a particular service will not be accorded to that applicant if he should choose to apply in a service other than the one in which the exemption is provided.

64-15. Question. A Justice of the Peace applies for a Citizens license and requests that he be exempted from the payment of the prescribed fee because the license will be used in conjunction with his duties as a Justice of the Peace. Should a fee be required?

Interpretation. If the applicant is to be exempted, he must come within the provisions of §§ 1.1115(b) (2) and 95.23(b) which exempt applications filed in the Safety and Special Radio Services by governmental entities. To come within this exemption, a Justice of the Peace must show that the cost

of his equipment, as well as any fee required, would be borne by the governmental entity from which he derives his authority, and that the station will be used solely in conjunction with his duties as a Justice of the Peace.

64-16. Question. Will an appplication filed in the Amateur Radio Service for a special call sign as well as for an initial license or the renewal of an existing license require the payment of two fees, or will the \$20 fee for special call sign suffice for both requests?

Interpretation. An application for an Amateur special call sign is a separate and distinct request and the \$20 fee prescribed will not cover an additional request for either an initial license or the renewal or modification of an existing license. In such cases both fees will be required. However, the \$20 fee will cover the incidental modification of an existing license to indicate a new call sign.

64-17. Question. Are fees required to accompany applications filed for remote pickup base and mobile stations participating in the Emergency Broadcast System?

Interpertation. Certain remote pickup base and mobile stations licensed in the Auxiliary Broadcast Services and participating in the Emergency Broadcast System are installed and operated by the applicant at the request and expense of the Office of Civil Defense, Department of Defense. Applicants for such stations would, therefore, be reimbursed by the Office of Civil Defense for any fees paid in obtaining authorization for the construction and operation of these stations. Accordingly, no fees are required if the station has been installed and operated at the request and expense of the Office of Civil Defense.

64-18. Question. Will a fee be required to accompany an application submitted by an amateur radio club located in a Veterans Administration Hospital?

Interpretation. If it may be shown that the amateur club is operated at the expense of the Veterans Administration, no fee will be required. An exemption from the payment of fees is provided in §§ 1.1115(b) (6) and 97.55(b) of the rules for applications filed for amateur stations under military auspices. In adopting these rules, the Commission stated that the charging of a fee for such applications would be inappropriate because the cost of establishing such stations, including the payment of any fees, is borne by the Armed Service involved. An amateur club operated at the expense of the Veterans Administration would, therefore, be so closely related to a military amateur club as to fall within the exemption provided in §§ 1.1115(b) (6) and 97.55(b).

64-19. Question. Will a credit be accorded an applicant whose application is dismissed because he is not old enough to satisfy the age requirement contained in the rules applicable to the service in which he has applied?

Interpretation. No credit will be accorded an applicant whose application has been dismissed. The fact that age may constitute the ineligibility leading to dismissal does not alter this principle. See § 1.1103(d) of the rules.

[F.R. Doc. 64-8919; Filed, Sept. 1, 1964; 8:49 a.m.]

# Proposed Rule Making

# DEPARTMENT OF AGRICULTURE

**Agricultural Marketing Service** 

[7 CFR Part 1133]

MILK IN INLAND EMPIRE MARKETING AREA

Notice of Proposed Suspension of Certain Provisions of the Order

Notice is hereby given that, pursuant to the provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601 et seq.), the suspension of certain provisions of the order regulating the handling of milk in the Inland Empire marketing area is being considered for the months of September through November 1964.

The provisions proposed to be suspended are the following: "during the months of December through June" in § 1133.12(c) (1); and "during any of the months of December through June" in § 1133.15(c) (1), both relating to the diversion of producer milk to nonpool plants.

The proposed suspension was requested by one of the major cooperative associations in the marketing area. Such suspension will permit handlers to divert producer milk to nonpool plants for the months of September through November. The order presently provides for diversions during the months of December through June. Favorable conditions in the production area have resulted in a supply of producer milk in excess of the bottled milk requirements and the limited manufacturing capacity of pool plants in the marketing area. The proposed suspension will provide that such excess milk may continue to be pooled even though diverted to nonpool manufacturing plants.

All persons who desire to submit written views, data, or arguments in connection with the proposed suspension should file the same with the Hearing Clerk, Room 112-A, Administration Building, U.S. Department of Agriculture, Washington, D.C., 20250, not later than three days from the date of publication of this notice in the Federal Register. All documents filed should be in duplicate.

All written submissions made pursuant to this notice will be made available for public inspection at such times and places and in a manner convenient to the public business (7 CFR 1.27(b)).

Signed at Washington, D.C., on August 28, 1964.

CLARENCE H. GIRARD, Deputy Administrator, Regulatory Programs.

[F.R. Doc. 64-8917; Filed, Sept. 1, 1964; 8:49 a.m.]

# DEPARTMENT OF HEALTH, EDU-CATION, AND WELFARE

Food and Drug Administration
[ 21 CFR Part 51 ]
CANNED VEGETABLES

Proposal To Amend Standard of Identity To List Specified EDTA Salts as Optional Ingredients in Canned Black-Eye Peas and Canned Potatoes

Notice is given that the Geigy Chemical Corporation, Saw Mill River Road, Ardsley, New York, has filed petitions proposing that the definition and standard of identity for canned vegetables other than those specifically regulated (21 CFR 51.990) be amended to list disodium EDTA in an amount not to exceed 145 parts per million as a permitted optional ingredient in canned black-eye peas, and calcium disodium EDTA in an amount not to exceed 110 parts per million as a permitted optional ingredient in canned potatoes, with a provision in each case for label declaration of the EDTA ingredients. Accordingly, it is proposed to amend § 51.990 (c) and (f) by adding new subparagraphs, as follows:

§ 51.990 Canned vegetables other than those specifically regulated; identity; label statement of optional ingredients.

(c) \* \* \*

(11) In the case of canned black-eye peas, disodium EDTA may be added in a quantity not to exceed 145 parts per million.

(12) In the case of canned potatoes, calcium disodium EDTA may be added in a quantity not to exceed 110 parts per million.

(f) \* \* \*

(10) If the optional ingredient specified in paragraph (c) (11) of this section is present, the label shall bear the statement "disodium EDTA added as a preservative" or "disodium EDTA added to preserve color."

(11) If the optional ingredient specified in paragraph (c) (12) of this section is present, the label shall bear the statement "calcium disodium EDTA added as a preservative" or "calcium disodium EDTA added to preserve color."

Pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (secs. 401, 701, 52 Stat. 1046, 1055 as amended 70 Stat. 919, 72 Stat. 948; 21 U.S.C. 341, 371) and in accordance with the authority delegated to the Commissioner of Food and Drugs by the

Secretary of Health, Education, and Welfare (21 CFR 2.90; 29 F.R. 471), all interested persons are invited to submit their views orally or in writing regarding this proposal. Such views and comments should be submitted preferably in quintuplicate, addressed to the Hearing Clerk, Department of Health, Education, and Welfare, Room 5440, 330 Independence Avenue SW., Washington, D.C., 20201, within 30 days after the date of publication of this notice in the Federal Register.

Dated: August 26, 1964.

MALCOLM R. STEPHENS, Assistant Commissioner for Regulations.

[F.R. Doc. 64-8912; Filed, Sept. 1, 1964; 8:48 a.m.]

# INTERSTATE COMMERCE COMMISSION

I 49 CFR Part 170 1

[Ex Parte No. MC-37 (Sub-No. 8)]

ALEXANDRIA-PINEVILLE, LA., COMMERCIAL ZONE

Notice of Proposed Rule Making

AUGUST 28, 1964.

Petitioners: Chamber of Commerce of the Alexandria-Pineville Area, Inc., Manning, Maxwell, and Moore, Inc. Petitioners' attorney: Grove Stafford, 628 Murray Street, Alexandria, La. By petition filed July 21, 1964, as amended August 21, 1964, petitioners request the Commission to institute a proceeding for the purpose of specifically defining the limits of the zones adjacent to and commercially a part of Alexandria and Pineville, La., which are now prescribed by the general formula promulgated in Commercial Zones and Terminal Areas, 46 M.C.C. 665 (49 CFR 170.16). Such formula provides that a city, such as Alexandria, having a population of 25,-000 but less than 100,000, or a city, such as Pineville, having a population of 2,500 but less than 25,000, and which have not been accorded individual consideration. shall have a commercial zone which consists of, and includes, the following: (a) The municipality itself; (b) all municipalities within the United States which are contiguous to the base municipality; (c) all unincorporated areas within 4 or 3 miles, respectively, of its corporate limits and all of any other municipality any part of which is within 4 or 3 miles, respectively, of the corporate limits of the base municipality; and (d) all municipalities wholly surrounded, or so surrounded except for a water boundary, by the base municipality.

The instant petition requests a specific definition of the Alexandria-Pineville commercial zone to include all of the area which is included by the application of the above formula, and, in addition, "The northern portion of Rapides Parish, La., bounded by a line beginning at Bar-rett Station on the Kansas City Southern Railroad, a point 3 miles from the corporate limits of the city of Pineville, thence northwesterly along the Kansas City Southern Railroad to the Intersection of the boundary line between Rapides Parish and Grant Parish; thence in an east-northeasterly direction along the boundary line between Rapides Parish and Grant Parish to its intersection of the easterly right-of-way of U.S. Highway 165; thence southerly along the easterly right-of-way of U.S. Highway 165 to Paradise to the present commercial zone boundary being a point 3 miles from the corporate limits of the city of Pineville."

No oral hearing is contemplated at this time, but anyone wishing to make representations in favor of, or against, the above-proposed specific definition of the boundary of the Alexandria-Pineville, La., commercial zone, may do so by the submission of written data, views or arguments. An original and five copies of such data, views, or arguments shall be filed with the Commission on or before October 5, 1964.

Notice to the general public of the matter herein under consideration will be given by depositing a copy of this notice in the office of the Secretary of the Commission for public inspection and by filing a copy thereof with the Director, Office of the Federal Register.

By the Commisson, Division 1.

-[SEAL] HAROLD D. McCoy, Secretary.

[F.R. Doc. 64-8892; Filed, Sept. 1, 1964; 8:46 a.m.]

# Notices

# DEPARTMENT OF THE TREASURY

Fiscal Service

# COMMISSIONER OF ACCOUNTS

# Order of Succession of Officials Authorized To Act as Commissioner

By virtue of the authority vested in me by Treasury Department Order No. 129, Revision No. 2, dated April 22, 1955 (20 F.R. 2875), it is hereby ordered that the following officials of the Bureau of Accounts, in the order of succession enumerated herein, shall have the authority to act as Commissioner of Accounts and to perform all the functions of that office, during the absence or disability of the Commissioner of Accounts or when there is a vacancy in such office:

- 1. Assistant Commissioner of Accounts.
- 2. Chief Disbursing Officer.
- 3. Deputy Commissioner for Systems.
  4. Deputy Chief Disbursing Officer.
- 5. Assistant Chief Disbursing Officer.
- 6. Deputy Commissioner for Central Accounts and Reports.
- 7. Deputy Commissioner for Deposits and
- Investments. 8. Chief Auditor.
- 9. Assistant Commissioner for Administration.
- 10. Chief, Management Services Branch, Division of Disbursement.
- 11. Regional Disbursing Officer, Philadelphia, Pennsylvania.
- 12. Regional Disbursing Officer, Chicago, Illinois.

This order of succession becomes effective September 1, 1964, and supersedes the previous order of this Bureau, dated August 8, 1962 (27 F.R. 8045).

Dated: August 24, 1964.

[SEAL]

H. R. GEARHART, Commissioner of Accounts.

[F. R. Doc. 64-8903; Filed, Sept. 1, 1964; 8:48 a.m.1

# DEPARTMENT OF THE INTERIOR

**Bonneville Power Administration** CERTAIN CONTRACTING OFFICERS

## Redelegations of Authority Relating to Compromise and Settlement of Contract Claims

The Redelegations of Authority published in the FEDERAL REGISTER May 3, 1961 (23 F.R. 3823), as amended May 24, 1961 (26 F.R. 4460), August 4, 1961 (26 F.R. 7019), October 7, 1961 (26 F.R. 9520), March 27, 1962 (27 F.R. 2811), May 12, 1962 (27 F.R. 4565), February 2, 1963 (28 F.R. 1071), April 26, 1963 (28 F.R. 4144), August 8, 1963 (28 F.R. 8165), and November 16, 1963 (28 F.R. 12229), are hereby amended as follows:

Section 3, Delegated Authority-Limitation, is amended by adding the following sentence:

3. Delegated Authority—Limitation. \*

The authority to compromise and settle contract claims granted by the Bonneville Project Act, as amended, 16 U.S.C. Sec. 832a(f) (1958), shall not be exercised by contracting officers in the Division of Engineering or the Division of Administrative Management.

(200 DM 1, 200 DM 2)

Dated: August 25, 1964.

\*

CHARLES F. LUCE, Administrator.

[F.R. Doc. 64-8885; Filed, Sept. 1, 1964; 8:46 a.m.]

Bureau of Land Management

[Classification No. 156; California No. 64]

#### CALIFORNIA

# Small Tract Classification; Partial Revocation; Correction

AUGUST 25, 1964.

Federal Register Doc. 64-8339, appearing at page 11853 of the issue for Wednesday, August 19, 1964, is hereby corrected to read as follows:

San Bernardino Meridian, California

T. 1 N., R. 5 E.,/

JENS C. JENSEN, Manager.

[F.R. Doc. 64-8884; Filed, Sept. 1, 1964; 8:46 a.m.]

# DEPARTMENT OF HEALTH, EDU-CATION, AND WELFARE

Food and Drug Administration SCHERING CORP.

# Filing of Petition Regarding Food Additive Griseofulvin

Pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409(b) (5), 72 Stat. 1786; 21 U.S.C. 348 (b) (5)), notice is given that a petition (FAP 4D1465) has been filed by Schering Corporation, Bloomfield, New Jersey, proposing the issuance of a regulation to provide for the safe use in chinchilla feed of 0.0353 percent griseofulvin for the prevention, treatment, and control of fungal infections caused by *Tricophyton*, Microsporum, and Epidermophyton fungi, and as an aid in the prevention of fur chewing associated with fungal infec-

Dated: August 26, 1964.

MALCOLM R. STEPHENS, Assistant Commissioner for Regulations.

[F.R. Doc. 64-8913; Filed, Sept. 1, 1964; 8:49 a.m.]

# ATOMIC ENERGY COMMISSION

[Docket No. 50-183]

### GENERAL ELECTRIC CO.

### Issuance of Facility License Amendment

Please take notice that the Atomic Energy Commission has issued, effective as of the date of issuance, Amendment No. 1, set forth below, to Provisional Operating License No. DR-10 which authorizes the General Electric Company to operate its ESADA-Vallecitos Experimental Superheat Reactor located near Pleasanton, California. The amend-ment (1) authorizes the receipt, possession and use in the reactor of plutonium and thorium in the form of fabricated fuel elements, and (2) reflects two personnel changes in the technical staff which has responsibility for operation of the facility.

The Commission has found that:

(1) The application for amendment complies with the requirements of the Atomic Energy Act of 1954, as amended, and the Commission's regulations set forth in Title 10, Chapter 1, CFR;

(2) Operation of the reactor in accordance with the license as amended will not present undue hazard to the health and safety of the public and will not be inimical to the common defense and security;

(3) Prior public notice of proposed issuance of this amendment is not required since the amendment does not involve significant hazard considerations different from those previously evaluated.

Within fifteen (15) days from the date of publication of this notice in the FED-ERAL REGISTER, the applicant may file a request for a hearing, and any person whose interest may be affected by this proceeding may file a petition for leave to intervene. Requests for a hearing and petitions to intervene shall be filed in accordance with the Commission's regulation (10 CFR Part 2). If a request for a hearing or a petition for leave to intervene is filed within the time prescribed in this notice, the Commission will issue a notice of hearing or an appropriate order.

For further details with respect to this amendment, see (1) the licensee's application for license amendment dated June 18, 1964, and (2) a related hazards analysis prepared by the Test & Power Reactor Safety Branch of the Division of Reactor Licensing, both of which are available for public inspection at the Commission's-Public Document Room, 1717 H Street NW., Washington, D.C. A copy of item (2) above may be obtained at the Commission's Public Document Room or upon request addressed to the Atomic Energy Commission, Washington, D.C., 20545, Attention: Director, Division of Reactor Licensing.

Dated at Bethesda, Md., this 24th day of August 1964.

For the Atomic Energy Commission.

R. L. DOAN, Director, Division of Reactor Licensing.

[License No. DR-10 Amdt. No. 1]

Provisional Operating License No. DR-10 issued to the General Electric Company is hereby amended in the following respects:

1. Paragraph 1 is revised by adding the

date of Amendment No. 13, namely, "June 18, 1964", to the list of dates therein of amendments to General Electric's application for operating license.

2. Paragraph 3 is revised by adding a new

subparagraph B.(5) as follows:

"(5) 15 kilograms of plutonium as PuO. in fabricated fuel elements."

and by adding a new subparagraph E. as

"E. Pursuant to the Act and 10 CFR Part 40, to receive, possess and use in operation of the reactor at any one time 150 kilograms of thorium as ThO<sub>2</sub> in fabricated fuel elements."

This amendment is effective as of the date of issuance.

Date of issuance: August 24, 1964.

For the Atomic Energy Commission.

R. L. DOAN. Director, Division of Reactor Licensing.

[F.R. Doc. 64-8877; Filed, Sept. 1, 1964; 8:45 a.m.]

# **CIVIL AERONAUTICS BOARD**

[Docket 14782]

### **AEROLINEAS CARRERAS** TRANSPORTES AEREOS

### Notice of Prehearing Conference

Notice is hereby given that a prehearing conference is assigned to be held on the above-entitled application on September 17, 1964, at 10:00 a.m., e.d.s.t., in Room 701, Universal Building, Connecticut and Florida Avenues NW., Washington, D.C., before Examiner Joseph L. Fitzmaurice.

Dated at Washington, D.C., August 27, 1964.

[SEAL]

Francis W. Brown, Chief Examiner.

[F.R. Doc. 64-8880; Filed, Sept. 1, 1964; 8:45 a.m.]

# FEDERAL COMMUNICATIONS COMMISSION

[Docket No. 14832; FCC 64M-817]

# BIGBEE BROADCASTING CO.

# Order Continuing Hearing

In re application of Paul D. Nichols, William C. Reid, and Houston L. Pearce, d/b as Bigbee Broadcasting Co., Demopolis, Alabama, Docket No. 14832, File No. BP-13976; for construction permit.

The Hearing Examiner having under consideration a "Motion for Continuance" filed by the above-named applicant on August 25, 1964, requesting that the hearing in the above-entitled matter now scheduled for September 1, 1964 be continued for approximately 60 days;

It appearing, that the applicant and Demopolis Broadcasting Company have just entered into an agreement looking toward the dismissal of the application, and the reimbursement by Demopolis of the applicant's out-of-pocket expenses: and

It further appearing, that if Commission approval is given to this agreement a hearing will, in all likelihood, be unnecessary; and

It further appearing, that counsel for the other parties have consented to the grant of this motion for continuance, and that good cause has been shown therefor;

It is ordered, This 27th day of August 1964, that the "Motion for Continuance" hereinbefore set forth, be, and the same is, hereby granted; and that the hearing presently scheduled to begin September 1, 1964, be, and the same is, hereby continued to November 16, 1964.

Released: August 27, 1964.

FEDERAL COMMUNICATIONS COMMISSION,

BEN F. WAPLE, [SEAL]

Secretary.

[F.R. Doc. 64-8920; Filed, Sept. 1, 1964; 8:49 a.m.]

[Docket Nos. 15460, 15461; FCC 64M-805]

# SYMPHONY NETWORK ASSOCIA-TION, INC., AND CHAPMAN RADIO AND TELEVISION CO.

### Memorandum Opinion and Order re **Procedural Dates**

In re applications of Symphony Network Association, Inc., Fairfield, Alabama, Docket No. 15460, File No. BPCT-3238, William A. Chapman and George K. Chapman, d/b as Chapman Radio and Television Company, Homewood, Alabama, Docket No. 15461, File No. BPCT-3282; for construction permits for a new Television Broadcast Station.

1. The Hearing Examiner has for consideration: (1) A petition for leave to amend application filed by Chapman Radio and Television Company on August 10, 1964, together with the Broadcast Bureau's Comments in support thereof filed on August 14, 1964; and (2) a petition for extension of procedural dates filed on August 17, 1964, by Symphony Network Association, Inc., together with an opposition thereto filed by Chapman on August 21, 1964.

2. By order released July 15, 1964, the Hearing Examiner denied an earlier petition by Chapman for leave to amend on the ground that it did not comply with the good cause requirements of Rule 1.522(b). The instant petition seeks to remedy that defect by explaining the facts which necessitate each portion of the amendment.

3. Issue No. 8 is to determine the correct coordinates and elevation of the Chapman transmitter site. The proposed amendment would modify the coordinates and elevation, explaining that those specified in the original application were incorrect because the coordinates were obtained through the use of too small scale a map, and the elevation was computed without the services of a professional surveyor.

4. Issue No. 9 is directed to the suitability of Chapman's proposed antenna. The subject amendment would modify the antenna proposal, acknowledging that the original antenna would be unsuitable and stating that it was pro-posed on the basis of advice by an individual "considered a reputable engineer" by the applicant.

5. Issue No. 10 relates to the suitability of the multiplexer specified by Chapman. The proposed amendment identifies the multiplexer to be used and specifies the aural loss in decibels. The explanation in the petition for the defect in this area in the original application is somewhat vague, but appears to suggest that the applicant had misconstrued the Commission's rules relating to this matter.

6. Issue No. 11 was directed to the location of the Chapman principal city contour. The necessary information was omitted in the original application, but would be supplied in the proposed amendment. However, no reason for the original error is advanced.

7. Thus, it would appear that the errors in the original application which would be remedied by the proposed amendment, were the product of carelessness and inadequate attention to detail in the preparation of the application. In the ordinary course of events, the discovery of such errors through the specification of issues in the order of designation would not furnish good cause for the amendment of the application. However, in this instance, no opposition to the proposed amendment has been filed, and a grant thereof would facilitate the disposition of the forthcoming hearing. Under these circumstances, the subject petition for leave to amend will be granted.

8. Turning now to the Symphony petition for extension of procedural dates, it is noted that the only reason given therefor is that the applicant is unable to prepare for the hearing within the time specified. No explanation is offered as to why the applicant is unable to prepare. In light of the fact that the hearing issues were designated on May 12, 1964; that the date for exchange of exhibits was originally set for July 20, 1964; and that the exchange date was thereafter extended to August 24, 1964, ample time has been afforded Symphony to prepare for the hearing, and the naked assertion that more time is needed does not suffice. If the pleading for extension of time stood alone, it would be denied.

9. However, the equities of the situation must be considered in light of the amendment to the Chapman application granted herein. Symphony's preparation must be based, in part, on the Chapman application as it now stands, not as it has heretofore existed. Under

The netition does not identify or set forth the professional qualifications of the individual on whom the applicant relied.

these circumstances, a further extension of time for preparation is appropriate.

Accordingly, it is ordered, This 25th day of August 1964, That the petition for leave to amend application filed by Chapman Radio and Television Company on August 10, 1964, is granted, and the amendment tendered therewith is accepted; and,

It is further ordered, That the petition for extension of procedural dates filed by Symphony Network Association, Inc. on August 17, 1964, is granted, and the procedural dates herein are extended as follows: informal exchange from August 17, 1964, to September 18, 1964; formal exchange and notification of oral testimony from August 24, 1964, to September 25, 1964; notification of witnesses from August 28, 1964, to September 30, 1964; and commencement of hearing from September 1, 1964 to October 5,

Released: August 26, 1964.

FEDERAL COMMUNICATIONS COMMISSION,

[SEAL]

BEN F. WAPLE, Secretary.

[F.R. Doc. 64-8921; Filed, Sept. 1, 1964; 8:49 a.m.]

# FEDERAL MARITIME COMMISSION

FARRELL LINES INC., ET AL.

# Notice of Agreements Filed for Approval

Notice is hereby given that the following Agreements have been filed with the Commission for approval pursuant to section 15 of the Shipping Act, 1916, as amended (39 Stat. 733, 75 Stat. 763, 46 U.S.C. 814)

Interested parties may inspect and obtain a copy of the agreement(s) at the Washington office of the Federal Maritime Commission, 1321 H Street NW., Room 301; or may inspect agreements at the offices of the District Managers, New York, N.Y., New Orleans, La., and San Francisco, Calif. Comments with reference to an agreement including a request for hearing, if desired, may be submitted to the Secretary, Federal Maritime Commission, Washington, D.C., 20573, within 20 days after publication of this notice in the Federal Register. A copy of any such statement should also be forwarded to the party filing the agreement (as indicated hereinafter), and the comments should indicate that this has been done.

Notice of agreement filed for approval

Farrell Lines Inc., I. O. Lewis, Secretary and Treasurer, One Whitehall Street, New York, N.Y., 10004.

Agreement 9375, between Farrell Lines Incorporated, and Compagnie Maritime Belge, S.A. Compagnie Maritime Congolaise, S.C.R.L. (a joint service operating under approved Agreement 7688, as amended), and Armement Deppe, S.A., covers and is restricted to a sailing arrangement so as to provide service approximately every two weeks between U.S. Atlantic ports and ports in the Republic of the Congo and Portuguese Angola, under terms and conditions set forth in the agreement.

Dated: August 28, 1964.

By order of the Federal Maritime Commission.

FRANCIS C. HURNEY, Special Assistant to the Secretary. [F.R. Doc. 64-8904; Filed, Sept. 1, 1964; 8:48 a.m.1

# A. P. MOLLER-MAERSK LINE AND SEA-LAND SERVICE, INC.

# Notice of Agreements Filed for Approval

Notice is hereby given that the following Agreements have been filed with the Commission for approval pursuant to section 15 of the Shipping Act, 1916, as amended (39 Stat. 733, 75 Stat. 763, 46 U.S.C. 814).

Interested parties may inspect and obtain a copy of the agreement(s) at the Washington office of the Federal Maritime Commission, 1321 H Street NW., Room 301; or may inspect agreements at the offices of the District Managers, New York, N.Y., New Orleans, La., and San Francisco, Calif. Comments with reference to an agreement including a request for hearing, if desired, may be submitted to the Secretary, Federal Maritime Commission, Washington, D.C., 20573, within 20 days after publication of this notice in the Federal Register. A copy of any such statement should also be forwarded to the party filing the agreement (as indicated hereinafter), and the comments should indicate that this has been done.

Notice of agreement filed for approval

Seal-Land Service, Inc., A. J. Bruno, Traffic Supervisor, P.O. Box 1050, Elizabeth, N.J.,

Agreement 9374 between A. P. Moller-Maersk Line (Initial carrier) and Sea-Land Service, Inc. (delivering carrier), covers a through billing arrangement on general cargo from ports of the initial carrier in India, with transhipment at the port of New York, N.Y., to the delivering carrier for discharge at ports of call in Puerto Rico. Agreement 9374 provides for apportionment of revenues and expenses by percentages in accordance with the terms and conditions set forth in the agreement.

Dated: August 28, 1964:

By order of the Federal Maritime Commission.

FRANCIS C. HURNEY. Special Assistant to the Secretary.

[F.R. Doc. 64-8905; Filed, Sept. 1, 1964; 8:48 a.m.1

[Docket No. 1201]

# MORSE SHIPPING CO.

### Application for Freight Forwarding License

On January 15, 1962, pursuant to section 44 of the Shipping Act, 1916 (Public Law 87-254, 46 U.S.C. 841(b)), Rebecca

Ruth Morse, 149 Madison Avenue, New York, N.Y., d/b/a Morse Shipping Co., filed application for a license as an independent ocean freight forwarder. After consideration of the application the Commission notified Morse Shipping Co. by letter of July 7, 1964, that the Commission intended to deny the application for a license because of applicant's affiliation with Metropolitan Industries Trading Corporation and I. Freiberg and Son, Inc., exporters of shipments to foreign countries, would preclude it from being licensed as an independent ocean freight forwarder.

Whereas, Morse Shipping Co. has requested the opportunity to show at a hearing that denial of the application is unwarranted:

Therefore it is ordered, That pursuant to sections 22 and 44 of the Shipping Act, 1916 (46 U.S.C. 821, 841(b)), a proceeding is hereby instituted to determine whether the applicant qualifies for a license within the meaning of the First Section of the Shipping Act, 1916.

It is further ordered, That Rebecca Ruth Morse, d/b/a Morse Shipping Co., be made respondent in this proceeding and that the matter be assigned for hearing before an examiner of the Commission's Office of Hearing Examiners at a date and place to be announced by the Chief Examiner.

It is further ordered, That notice of this order be published in the FEDERAL REGISTER and that a copy thereof and notice of hearing be served upon respondent.

It is further ordered, That any persons, other than respondent, who desire to become a party to this proceeding and to participate therein, shall file a petition to intervene with the Secretary, Federal Maritime Commission, Washington, D.C., 20573, with copy to respondent, on or before September 18, 1964 and;

It is further ordered, That all future notices issued by or on behalf of the Commission in this proceeding, including notice of time and place of hearing or prehearing conference, shall be mailed directly to all parties of record.

By the Commission.

FRANCIS C. HURNEY, [SEAL] Special Assistant to the Secretary.

[F.R. Doc. 64-8906; Filed, Sept. 1, 1964; 8:48 a.m.]

# STATES MARINE LINES, INC., ET AL. Notice of Agreements Filed for Approval

Notice is hereby given that the following Agreements have been filed with the Commission for approval pursuant to section 15 of the Shipping Act, 1916, as amended (39 Stat. 733, 75 Stat. 763, 46 U.S.C. 814).

Interested parties may inspect and obtain a copy of the agreement(s) at the Washington office of the Federal Maritime Commission, 1321 H Street NW., Room 301; or may inspect agreements at the offices of the District Managers, New York, N.Y., New Orleans, La., and San Francisco, Calif. Comments with reference to an agreement including a request for hearing, if desired, may be submitted 12522 **NOTICES** 

to the Secretary, Federal Maritime Commission, Washington, D.C., 20573, within 20 days after publication of this notice in the Federal Register. A copy of any such statement should also be forwarded to the party filing the agreement (as indicated hereinafter), and the comments should indicate that this has been done.

Notice of agreement filed for approval

States Marine-Isthmian Agency, Inc., M. Prudenti, Freight Conference and Rate

90 Broad Street, New York 4. N.Y.

Agreement No. 9372 between States Marine Lines, Inc., Global Bulk Transport Incorporated (States Marine Lines), as one member only (originating carrier) and States Steamship Company (States Lines) (on carrier), covers a through billing arrangement of general cargo from loading ports of the originating carrier in the Republic of the Philippines to ports of call of the on carrier on the West Coast of the United States, with transhipment at the port of Hong Kong. Agreement No. 9372 provides for the apportionment of the through rates and transhipment expenses on the basis of percentages in accordance with the terms and conditions set forth in the agree-

Dated: August 28, 1964.

By order of the Federal Maritime Commission.

> FRANCIS C. HURNEY, Special Assistant to the Secretary.

[F.R. Doc. 64-8907; Filed, Sept. 1, 1964; 8:48 a.m.]

# STATES MARINE LINES, INC., ET AL. Notice of Agreements Filed for Approval

Notice is hereby given that the following Agreements have been filed with the Commission for approval pursuant to section 15 of the Shipping Act, 1916, as amended (39 Stat. 733, 75 Stat. 763, 46 U.S.C. 814).

Interested parties may inspect and obtain a copy of the agreement(s) at the Washington office of the Federal Maritime Commission, 1321 H Street NW., Room 301; or may inspect agreements at the offices of the District Managers, New York, N.Y., New Orleans, La., and San Francisco, Calif. Comments with reference to an agreement including a request for hearing, if desired, may be submitted to the Secretary, Federal Maritime Commission, Washington, D.C., 20573, within 20 days after publication of this notice in the Federal Register. A copy of any such statement should also be forwarded to the party filing the agreement (as indicated hereinafter), and the com-ments should indicate that this has been

Notice of agreement filed for approval

States Marine-Isthmian Agency, Inc., M. Prudenti, Freight Conference and Rate Division,

90 Broad Street, New York 4, N.Y.

Agreement No. 9298-1, between States Marine Lines, Inc., Global Bulk Transport Incorporated (States Marine Line) as one member only, and Knutsen Line, Bakke Steamship Corporation as General Agent, modifies the basic agreement (9298) by providing (1) for the addition of the words "charges, terms and conditions" to Article 2, (2) change of the apportionment of the through rates in Article 3 from 30% to the originating carrier and 70% to the on carrier, to 25%to the originating carrier and 75% to the on carrier, (3) renumber Articles 5 and 6 as Articles 6 and 7, and (4) adds a new Article 5 to the Agreement stating the extent of the liability of the Knutsen

Dated: August 28, 1964.

By order of the Federal Maritime Commission.

Line for loss of and damage to goods.

FRANCIS C. HURNEY. Special Assistant to the Secretary.

[F.R. Doc. 64-8908; Filed, Sept. 1, 1964; 8:48 a.m.]

# LIVERPOOL LINERS, LTD., ET AL. Notice of Agreements Filed for Approval

Notice is hereby given that the following Agreements have been filed with the Commission for approval pursuant to section 15 of the Shipping Act, 1916, as amended (39 Stat. 733, 75 Stat. 763, 46 U.S.C. 814).

Interested parties may inspect and obtain a copy of the agreement(s) at the Washington office of the Federal Maritime Commission, 1321 H Street NW., Room 301: or may inspect agreements at the offices of the District Managers, New York, N.Y., New Orleans, La., and San Francisco, Calif. Comments with reference to an agreement including a request for hearing, if desired, may be submitted to the Secretary, Federal Maritime Commission, Washington, D.C., - [F.R. Doc. 64-8881; Filed, Sept. 1, 1964; 20573, within 10 days after publication of this notice in the FEDERAL REGISTER. A copy of any such statement should also be forwarded to the party filing the agreement (as indicated hereinafter), and the comments should indicate that this has been done.

Notice of agreement filed for approval

Thomas K. Roche, Esq., Haight, Gardner, Poor & Havens, 80 Broad Street, New York, N.Y., 10004.

Agreement No. 8077-2 between Liverpool Liners, Ltd., Swedish Chicago Line, Fjell Line, and Oranje Line modifies approved Agreement No. 8077, covering a sailing arrangement in the trade between Great Lakes Ports of the United States and Canada, the St. Lawrence River and Seaway, Newfoundland, and the Canadian Maritimes and ports in Ireland, the United Kingdom and Continental Europe. The purpose of the modification is to permit Fjell Line and Oranje Line to carry grain from ports of the Great Lakes of the United States and Canada, the St. Lawrence River and Seaway, Newfoundland and the Cana-

dian Maritimes to the ports of Mersey River, Manchester, the Bristol Channel, Northern Ireland and the Irish Republic.

Dated: August 28, 1964.

By order of the Federal Maritime Commission.

FRANCIS C. HURNEY, Special Assistant to the Secretary. [F.R. Doc. 64-8918; Filed, Sept. 1, 1964; 8:49 a.m.] ·

# NATIONAL AERONAUTICS AND SPACE COUNCIL

#### **AEROSPACE ASSISTANTS**

### Notice of Basic Compensation

Positions to be changed:

Aerospace Assistant, \$19,000 p.a., SCS No. 1; Aerospace Assistant, \$19,000 p.a., SCS No. 2.

Name and title, new pay rate, old pay rate, and position number:

Thomas E. Dolan, Aerospace Assistant, \$24,500 p.a., \$19,000 p.a., SCS No. 1; Charles S. Sheldon II, Aerospace Assistant, \$24,500 p.a., \$19,000 p.a., SCS No. 2.

Authority for pay change. Title III, section 306, subsection (c) reads: "That part of section 201(f) of the National Aeronautics and Space Act of 1958 (72 Stat. 428; 42 U.S.C. 2471(f)), fixing a limit of \$19,000 on the compensation of seven persons in the National Aeronautics and Space Council, is amended by striking out 'compensated at the rate of not more than \$19,000 a year,' and inserting in lieu thereof 'compensated at not to exceed the highest rate of grade 18 of the General Schedule of the Classification Act of 1949, as amended,".

Effective date: August 14, 1964.

E. L. LACEY.

8:45 a.m.]

# INTERSTATE COMMERCE **COMMISSION**

[Notice 675]

### MOTOR CARRIER APPLICATIONS AND CERTAIN OTHER PROCEEDINGS

AUGUST 28, 1964.

The following publications are governed by the new Special Rule 1.247 of the Commission's rules of practice published in the FEDERAL REGISTER, issue of December 3, 1963, which became effective January 1, 1964.

MOTOR CARRIERS OF PROPERTY

The applications immediately following are assigned for hearing at the time and place designated in the notice of filing as here published in each proceeding. All of the proceedings are subject to the special rules of procedure for hearing outlined below:

Special rules of procedure for hearing. (1) All of the testimony to be adduced by applicant's company witnesses shall be in the form of written statements which shall be submitted at the hearing at the time and place indicated.

(2) All of the written statements by applicant's company witnesses shall be offered in evidence at the hearing in the same manner as any other type of evidence. The witnesses submitting the written statements shall be made available at the hearing for cross-examination, if such becomes necessary.

(3) The written statements by applicant's company witnesses, if received in evidence, will be accepted as exhibits. To the extent the written statements refer to attached documents such as copies of operating authority, etc., they should be referred to in written statement as numbered appendices

(4) The admissibility of the evidence contained in the written statements and the appendices thereto, will be at the time of offer, subject to the same rules as if the evidence were produced in the usual manner.

(5) Supplemental testimony by a witness to correct errors or to supply inadvertent omissions in his written statement is permissible.

No. MC 119765 (Sub-No. 7), filed August 27, 1964. Applicant: HENRY G. NELSEN, 1548 Locust Street, Avoca, Iowa. Applicant's attorney: Joseph M. Scanlan, 111 West Washington Street, Chicago 2, Ill. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Meats, meat products, meat byproducts, and articles distributed by meat packinghouses, as described by the Commission, from the plant site of Agar Packing Co., at or near Monmouth, Ill., to points in Iowa, Nebraska, Wisconsin, and Indiana.

HEARING: September 23, 1964, at the Midland Hotel, Chicago, Ill., before Examiner William J. Cave.

No. MC 119816 (Sub-No. 4), filed August 27, 1964. Applicant: FLEETLINE, INC., 1984 Oakdale Avenue, West St. Paul, Minn. Applicant's attorney: Joseph M. Scanlan, 111 West Washington Street, Chicago 2, Ill. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Meats, meat products, meat byproducts, and articles distributed by meat packinghouses (other than commodities in bulk, in tank vehicles), as described in Sections A and C, Appendix I, in Descriptions in Motor Carrier Certificates, 61 M.C.C. 209 and 766, from the site of the plant of Agar Packing Co., located at or near Monmouth, Ill., to points in Wisconsin, Iowa, Minnesota, North Dakota, South Dakota, and the Upper Peninsula of Michigan.

HEARING: September 23, 1964, at the Midland Hotel, Chicago, Ill., before Examiner William J. Cave.

By the Commission.

[SEAL] HAROLD D. McCoy, Secretary.

[F.R. Doc. 64-8895; Filed, Sept. 1, 1964; 8:47 a.m.]

# EASTERN TANK CARRIERS Application for Amendment of Agreement

AUGUST 28, 1964.

The Commission is in receipt of an application in the above-entitled and numbered proceeding for approval of amendments to the agreement therein approved under the provisions of section 5a of the Interstate Commerce Act, filed, August 21, 1964, by: William M. Watt, attorney-in-fact, Eastern Tank Carrier Conference, Inc., 808 Warner Building, Washington, D.C., 20064. Amendments involved: Change the agreement so as to (1) provide that any motor common carrier of property may be a member of the conference rather than restrict membership to such carriers of commodities in bulk in tank vehicles, (2) extend the territorial scope to include the continental United States, realign and increase the number of regions, and provide for additional representation in connection therewith, (3) designate the general manager of the conference as agent and attorney-in-fact rather than name the incumbent, (4) establish a fixed schedule of dues in lieu of the present percentage basis, (5) provide that a quorum of the general rate committee be 10 members of the committee rather than a majority of such members, (6) eliminate the requirement that dockets of proposals and actions of the standing rate committee be published in "Transport Topics", but continue to give notice thereof in the conference's own publication, and (7) provide that the general rate committee meet not less than 6 times per year rather than monthly.

The application may be inspected at the office of the Commission in Washington, D.C.

Any interested person desiring the Commission to hold a hearing upon such application shall request the Commission in writing so to do within 20 days from the date of this notice. As provided by the general rules of practice of the Commission, persons other than applicants should fairly disclose their interest, and the position they intend to take at the hearing with respect to the application. Otherwise the Commission, in its discretion, may proceed to investigate and determine the matters involved in such application without further or formal hearing.

By the Commission, Division 2.

[SEAL] HAROLD D. MCCOY, Secretary.

[F.R. Doc. 64-8896; Filed, Sept. 1, 1964; 8:47 a.m.]

[Section 5a Application No. 46; Amdt. No. 8]

# SOUTHERN MOTOR CARRIERS

# Application for Amendment of Agreement

AUGUST 28, 1964.

The Commission is in receipt of an application in the above-entitled and num-

[Section 5a Application No. 63; Amdt. No. 1] bered proceeding for approval of amendments to the agreement therein approved under the provisions of section 5a of the Interstate Commerce Act, filed August 24, 1964, by: Guy H. Postell, 1375 Peachtree Street NE., Atlanta, Ga., 30309. Amendments involved: Modify the bylaws and rate procedures so as to include within the agreement procedures governing rates and routes for the transportation of property between Southern territory, on the one hand, and, on the other,

> The application may be inspected at the office of the Commission in Washington, D.C.

> Any interested person desiring the Commission to hold a hearing upon such application shall request the Commission in writing so to do within 20 days from the date of this notice. As provided by the general rules of practice of the Commission, persons other than applicants should fairly disclose their interest, and the position they intend to take at the hearing with respect to the application. Otherwise the Commission, in its discretion, may proceed to investigate and determine the matters involved in such application without further or formal hear-

By the Commission, Division 2.

[SEAL] HAROLD D. McCoy, Secretary.

[F.R. Doc. 64-8897; Filed, Sept. 1, 1964; 8:47 a.m.]

[Notice 673]

# MOTOR CARRIER APPLICATIONS AND **CERTAIN OTHER PROCEEDINGS**

AUGUST 28, 1964.

The following publications are governed by the Interstate Commerce Commission's general rules of practice including special rules (49 CFR 1.241) governing notice of filing of applications by motor carriers of property or passengers or brokers under sections 206. 209, and 211 of the Interstate Commerce Act and certain other proceedings with respect thereto.

All hearings and prehearing conferences will be called at 9:30 a.m., United States standard time, or 9:30 a.m., local daylight saving time, if that time is observed unless otherwise specified.

APPLICATIONS ASSIGNED FOR ORAL HEAR-ING OR PREHEARING CONFERENCE

# MOTOR CARRIERS OF PROPERTY

No. MC 9148 (Sub-No. 8), (REPUBLI-CATION), filed May 4, 1964 published FEDERAL REGISTER, issue of May 13, 1964, and republished this issue. Applicant: DEAN THORTON, doing business as KEYSTONE TRUCKING COMPANY, Rushford, N.Y. Applicant's representative: Raymond A. Richards, 35 Curtice Park, Webster, N.Y., 14580. By application filed May 4, 1964, applicant seeks a certificate of public convenience and necessity authorizing operation, in interstate or foreign commerce, as a common carrier by motor vehicle, over irregular routes, of petroleum products, in containers, between Farmer's Valley and Brad12524 **NOTICES** 

ford. Pa., for joinder purposes. An order, by Operating Rights Board No. 1, dated August 14, 1964, served August 21, 1964, sets forth that applicant's primary purpose in seeking the authority herein requested, is to enable it, by joinder of the proposed authority with its existing rights to provide through service from Farmer's Valley to all points in New York, by way of Bradford, and from Bradford to all points in Connecticut, Massachusetts, and New Jersey, by way of Farmer's Valley. The order also sets forth that the application, as filed and previously published, fails to give adequate notice of the true scope of the irregular-route authority requested, and that because it is possible that other parties, who have relied upon the notice of the application as published, may have an interest in and would be prejudiced by the lack of proper notice of the request for authority as described in the findings, a notice of the authority actually granted will be published in the FEDERAL REGISTER, and issuance of a certificate will be withheld for a period of 30 days from the date of such publication, during which period any proper party in interest may file an appropriate protest or other pleading.

No. MC 119290 (Sub-No. 1) (REPUB-

LICATION), filed September 24, 1963,

published Federal Register issue of November 20, 1963, and republished, this issue. Applicant: GEORGE C. HESTER, doing business as G. C. HESTER DELIV-ERY SERVICE, 230 Bayport Avenue, Bayport, L.I. Applicant's representa-tive: Charles H. Trayford, 220 East 42d Street, New York 17, N.Y. By application filed September 24, 1963, applicant seeks a certificate of public convenience and necessity authorizing operation, in interstate or foreign commerce, as a common carrier by motor vehicle, over irregular routes, of radio isotopes (a radioactive material), in an express service, from the Research Center of Union Carbide Nuclear Co., division of the Union Carbide Corp., Sterling Forest Gardens, located at or near Tuxedo, N.Y., to points in Massachusetts, Connecticut, Rhode Island, New Jersey, New York, Pennsylvania, Delaware, and Maryland, and empty containers or other incidental facilities (not specified) used in transporting the above-described commodity, on return. The application was referred to Examiner Armin G. Clement for hearing and the recommendation of an appropriate order thereon. Hearing was held on January 17, 1964, at New York, N.Y. In order to distinguish the authority granted herein, the examiner proposes to change the commodity description in this case to read "radioactive materials, other than radioactive waste materials or reactor fuel ele-ments". While this broadens the commodity description, it does so only to the extent necessary to make clear exactly what the commodity is. A report

and order, served May 15, 1964, which

became effective August 21, 1964, finds

that the present and future public con-

venience and necessity require operation

by applicant as a common carrier by

motor vehicle, in interstate or foreign

commerce, of radioactive materials, other

than radioactive waste materials or re-

actor fuel elements, in an express service, each shipment not to exceed 150 pounds in weight, from the Research Center of Union Carbide Nuclear Co., division of the Union Carbide Corp., Sterling Forest Gardens, located at Tuxedo, N.Y., to points in Massachusetts, Connecticut, Rhode Island, New Jersey, New York, Pennsylvania, Delaware, and Maryland; that applicant is fit, willing, and able properly to perform such service and to conform to the requirements of the Interstate Commerce Act and the Commission's rules and regulations thereunder; that a certificate authorizing such operations should be granted subject to the condition that the authority to conduct the above-described operation shall be limited, in point of time, to a period expiring 5 years from the date of the certificate; but the certificate should not be granted until after the lapse of 30 days from the date of republication in the Federal Register of a corrected statement of the authority sought herein, provided that no pétitions for further hearing are received during that period.

#### MOTOR CARRIER OF PASSENGERS

No. MC 114931 (Sub-No. 1), (REPUB-LICATION), filed April 26, 1963, published Federal Register, issue of August 14, 1963, and republished this issue. Applicant: CECIL K. GEIGER, doing business as MERCURY BUS LINES, 208 South Court Street, Alma, Mich. Pursuant to a recommended report and order which became effective November 27, 1963, applicant was issued a certificate on May 8, 1964, authorizing certain operations as a common carrier by motor vehicle of passengers and their baggage, express, and newspapers in the same vehicle with passengers, between certain named points in Michigan over four described regular routes. By petition (letter) filed June 4, 1964, applicant seeks modification of the authority granted to include a fifth route authorizing direct service between Midland and Saginaw. Mich. An Order of Division 1, acting as an Appellate Division, dated August 18, 1964, served August 25, 1964, sets forth that the report and order which became effective by operation of law on November 27, 1963, be modified by adding the following after the name "Alam", on line 13 of the findings paragraph on sheet 3 of said report: "(5) between Midland and Saginaw, Mich., from Midland over U.S. Highway 10 to intersection Michigan Highway thence over Michigan Highway 47 to Saginaw". Said order also sets forth that notice of this action be published in . the FEDERAL REGISTER, with the provision that any person-in-interest may, within 30 days of the publication, submit for filing its representation in opposition to the above-described modification.

# PRE-HEARING CONFERENCE MOTOR CARRIERS OF PROPERTY

Pre-hearing conference. In accordance with Rule 68 of the Commission's general rules of practice, notice is hereby given to all parties interested that a prehearing conference in the proceedings described in the applications that follow, will be held at 9:30 o'clock a.m. U.S.

standard time (or 9:30 a.m. daylight saving time, if that time is observed), at the place and time specified after each application.

At the pre-hearing conference it is contemplated that the following matters will be discussed:

(1) The issues generally with a view to their simplification;

(2) The possibility and desirability of agreeing upon special procedure to expedite and control the handling of this application, including the submission of the supporting and opposing shipper testimony by verified statement:

(3) The time and place or places of such hearing or hearings as may be agreed upon;

(4) The number of witnesses to be presented and the time required for such presentations by both applicant and protestants;

(5) The practicability of both applicant and the opposing carriers submitting in written form their direct testimony with respect to:

(a) Their present operating author-

(b) Their corporate organizations if any, ownership and control,

(c) Their fiscal data,

(d) Their equipment, terminals, and other facilities:

(6) The practicability and desirability of all parties exchanging exhibits covering the immediately above-listed matters in advance of any hearing; and

(7) Any other matters by which the hearing can be expedited or simplified or the Commission's handling thereof aided.

These applications and the authority sought MC 60014 (Sub-No. 11), MC 60157 (Sub-No. 6), and MC 106775 (Sub-No. 19) are as follows:

No. MC 60014 (Sub-No. 11), filed March 29, 1963. Applicant: AERO TRUCKING, INC., Box 278, Rural Delivery 1, Oakdale, Pa. Applicant's attorney: Paul F. Beery, 44 East Broad Street, Columbus 15, Ohio. Authority sought to operate as a common carrier. by motor vehicle, over irregular routes, transporting: Articles, self-propelled, or not requiring special equipment, each weighing 15,000 pounds or more with incidental machinery, tools, parts, or supplies moving in conjunction therewith, in driveaway, haulaway, or towaway service, between points in that part of Ohio on and east of a line extending from Mansfield to Pomeroy, Ohio, along U.S. Highway 13 to junction thereof with U.S. Highway 33, thence along U.S. Highway 33 to Pomeroy, and on and south of U.S. Highway 30 extending from Mansfield to the Ohio-West Virginia State line (except points in Licking County, Ohio), on the one hand, and, on the other, points in Pennsylvania, New York, West Virginia, Indiana, Illinois, Michigan, and Wisconsin.

PRE-HEARING CONFERENCE: September 28, 1964, at the Pickwick Motor Inn, McGee and 10th Street, Kansas City, Mo., before Examiner James C. Cheseldine.

No. MC 60157 (Sub-No. 6), filed August 17, 1964. Applicant: C. A. WHITE TRUCKING COMPANY, a corporation,

4641 Greenville Avenue, Dallas, Tex. Applicant's attorney: James W. Hightower, Wynnewood Professional Building. Dallas 24, Tex. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) Earth drilling machinery and equipment, (2) machinery, equipment, materials, supplies, and pipe incidental to, used in, or in connection with (a) the transportation, installation, removal, operation, repair, servicing, maintenance, and dismantling of drilling machinery and equipment, or, (b) digging of slushpits and clearing, preparing, constructing, or maintaining drilling sites, and (3) machinery, equipment, materials, supplies, and pipe incidental to, used in, or in connection with, (a) the completion of holes or wells drilled, (b) the production, storage, transmission, and distribution of commodities resulting from drilling operations, or (c) injection or removal of commodities into or from holes or wells, and damaged or rejected shipments, (1) between points in Oklahoma, Kansas, and Texas, and (2) between points in Seminole and Potawatomie Counties, Okla., on the one hand, and, on the other, points in Arkansas and Illinois.

Note: Applicant states that no duplicating authority is sought. If a hearing is deemed necessary, applicant requests it be held at Dallas or Austin, Tex.

PRE-HEARING CONFERENCE: September 29, 1964, at the Baker Hotel, Dallas, Tex., before Examiner James C. Cheseldine.

No. MC 106775 (Sub-No. 19) filed August 12, 1964. Applicant: HEAVY HAULERS, INC., 9520 Easthaven Boulevard, Houston, Tex. Applicant's attorney: Austin L. Hatchell, Suite 1102, Perry-Brooks Building, Austin 1, Tex. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Machinery, equipment, materials, supplies, and pipe, incidental to, used in, or in connection with the construction, operation, repair, servicing, maintenance, and dismantling of pipelines other than pipelines used for the transmission of natural gas and petroleum, including the stringing and picking up thereof, between points in Arizona, New Mexico, Texas, Oklahoma, Arkansas, Kansas, Colorado, Utah, Wyoming, Louisiana, Nebraska, Nevada, Montana, and Missouri.

Note: Common control may be involved. Applicant states no duplicating authority sought. If a hearing is deemed necessary, applicant requests it be held at Dallas, Lubbock, or Amarillo, Tex.

PRE-HEARING CONFERENCE: September 30, 1964, at the Baker Hotel, Dallas, Tex., before Examiner James C. Cheseldine.

# Notice of Filing of Petitions

No. MC 109823 (PETITION TO RE-OPEN GRANDFATHER APPLICA-TION), filed February 12, 1964. Petitioner: McGAUGHEY BROS., INC., Leetsdale, Pa. Petitioner's attorney: Arthur J. Diskin, 302 Frick Building, Pittsburgh 19, Pa. Petitioner holds a certificate in No. MC 109823, authorizing operations in interstate or foreign commerce as a common carrier of general and specified commodities by motor vehicle, over irregular routes, between points in various States, including Pennsylvania, Maryland, Ohio, and West Virginia. Petitioner states that on September 27, 1963, the Commission issued an order directing that an investigation be instituted to determine whether petitioner has been performing operations not authorized by the above-named certificate. The particular commodities stated in the order are: Solid asphalt, asphalt roofing, roofing cement, shingles or asphalt siding, bags of wool mineral, rolls of roofing paper, and roadway paving joints, from Lockland, Ohio, to the Leetsdale, Pa., area. Petitioner states that it is authorized to transport building and construction supplies and equipment, among other commodities. By the instant petition, petitioner requests that the Commission reopen the "Grandfather" application for the purpose of determining what was intended by the commodity discription "building and construction supplies and equipment". that following the conclusion of the proceeding in MC-C-4295, the Commission issue an order dismissing and terminating the investigation proceeding; or in the alternative, if the Commission should be of the belief that the commodities in question are not authorized by Respondent's certificate, the Commission should revise and amend the certificate so as to include the said commodities; and that the hearing in this proceeding should be held in Pittsburgh, Pa. An Order of the Commission, Division 1, dated April 29, 1964, sets forth that Rule 101(e) of the Commission's general rules of practice be, and it is hereby, waived and the tendered petition be accepted for filing; that the said petition be, and it hereby assigned for oral hearing on a consolidated record with No. MC-C-4295; and that notice of filing of said petition, and of this order be published in the FEDERAL REGISTER.

HEARING: October 20, 1964, at the New Federal Building, Pittsburgh, Pa., before Examiner Parks M. Low, on a consolidated record with MC-C-4295.

# Applications Under Sections 5 and 210a(b)

The following applications are governed by the Interstate Commerce Commission's special rules governing notice of filing of applications by motor carriers of property or passengers under sections 5(a) and 210a(b) of the Interstate Commerce Act and certain other proceedings with respect thereto (49 CFR 1.240).

#### MOTOR CARRIERS OF PROPERTY

No. MC-F-8766 (OIL TRANSPORT CO.—CONTROL—BRAZOS TRANS-PORT CO.), published in the June 10, 1964, issue of the Federal Register on page 7487. Application filed August 26, 1964 for temporary authority under section 210a(b).

No. MC-F-8858. Authority sought for purchase by REPUBLIC VAN AND STORAGE CO., INC., 330 South Central Avenue, Los Angeles 13, Calif., of

the operating rights of RICHARD A. BANGSUND, doing business as PAN-HANDLE TRANSFER CO., 1319 Northeast Third Street, Amarillo, Tex., and for acquisition by WEBER MOVING & STORAGE INC., 9219 Harford Road, Baltimore, Md., and, in turn by CARL F. WEBER, also of Baltimore, Md., of control of such rights through the purchase. Applicants' attorney: John C. Bradley, 618 Perpetual Building, Washington, D.C., 20004. Operating rights sought to be transferred: Household goods, as defined by the Commission, as a common carrier, over irregular routes, between points in Gray, Hutchinson, Hamphill, Carson, and Wheeler Counties, Tex., on the one hand, and, on the other, points in New Mexico, between points in Hamphill, Carson, and Wheeler Counties, Tex., on the one hand, and, on the other, points in Oklahoma, and Kansas, between points in Gray and Hutchinson Counties, Tex., on the one hand, and, on the other, points in Oklahoma, and Kansas. Vendee is authorized to operate as a common carrier, in all States in the United States (except Alaska, Arizona, Montana, New Mexico, North Dakota, South Dakota, and Hawaii), and the District of Columbia. Application has been filed for temporary authority under section 210a(b).

No. MC-F-8861. Authority sought for purchase by A. A. RABALAIS, INC., 1333 Jefferson Highway, New Orleans 21, La., of the operating rights and property of MRS. MYRTLE NORTON KELLY AND WALTER G. KLING, a partnership, doing business as NORTON TRUCK LINE, 2217 Tulane Avenue. New Orleans 19, La., and for acquisition by A. A. RABA-LAIS, 1104 Sena Drive, Metairie, La., of control of such rights and property through the purchase. Applicants' attorney: Jack W. Thomson, Jr., 1649 National Bank of Commerce Building, New Orleans, La., 70112. Operating rights sought to be transferred: Petroleum products, in packages, and filling station supplies and equipment, as a contract carrier, over irregular routes, between New Orleans and Destrehan, La., on the one hand, and, on the other, points in Louisiana, Mississippi, Tennessee, and Alabama; and in pending Docket No. MC-76289 (Sub-1), covering the transportation of petroleum products, in packages, and filling station supplies and equipment, between New Orleans, La., on the one hand, and, on the other, points in Arkansas, limited to a transportation service to be performed under a continuing contract or contracts with American Oil Co., of Chicago, Ill. Vendee is authorized to operate as a contract carrier in Alabama, Louisiana, and Mississippi. Application has not been filed for temporary authority under section 210a(b).

No. MC-F-8862. Authority sought for control by BRUCE DUSENBERRY, 3425 North Country Club Road, Tucson, Ariz., of MARSHALL TRANSFER & STORAGE, INC., Post Office Box 686, 448 Whitton NW., Sierra Vista, Ariz. Applicants' attorney: Thomas J. Davis, 1003 Phoenix Title Building, Tucson, Ariz. Operating rights sought to be controlled:

General commodities, excepting, among others, household goods and commodities in bulk, as a common carrier, over irregular routes, between points in Arizona, within 25 miles of Bisbee, Ariz., including Bisbee; and in pending Docket No. MC-58335 (Sub-8) seeking a certificate of registration covering the transportation of towing of house trailers within the State of Arizona, with headquarters at Sierra Vista (formerly Fry), Ariz., freight, baggage, express, household goods, as defined by the I.C.C., in Ex-Parte MC 19, and of heavy equipment in Sierra Vista (formerly Fry), Ariz., and vicinity, and freight, baggage in Bisbee and vicinity, and household goods as defined by the I.C.C., in Ex-Parte MC 19, between all points in Arizona. BRUCE DUSENBERRY holds no authority from this Commission. However, he is affiliated with CITY VAN & STORAGE CO., INC., which seeks a certificate of registration in Docket No. MC-98604 (Sub-1), as a common carrier, in intrastate commerce, between all points in the State of Arizona. Application has not been filed for temporary authority under section 210a(b).

No. MC-F-8863. Authority sought for purchase by EAZOR EXPRESS, INC., Eazor Square, Pittsburgh 1, Pa., of the operating rights of FLEET HIGHWAY FREIGHT LINES, INC., Route 2 South, Post Office Box 1037, Parkersburg, W. Va., and for acquisition by THOMAS A. EAZOR, also of Pittsburgh 1, Pa., of control of such rights through the purchase. Applicants' attorney: Arthur J. Diskin, 302 Frick Building, Pittsburgh, Pa., 15219. Operating rights sought to be transferred: General commodities, excepting, among others, household goods and commodities in bulk, as a common carrier, over regular routes, between Parkersburg, W. Va., and Cincinnati, Ohio, serving all intermediate points, and the offroute points of Covington, Ky., those in Hamilton County, Ohio, and those in Calhoun, Pleasants, Ritchie, Wirt, Wood, Roane, Tyler, and Wetzel Counties, W. Va., with service to and from points in Roane, Tyler, and Wetzel Counties, restricted to perishable commodities in any quantity, and other commodities in truckload lots. between Chillicothe, Ohio, and Cincinnati, Ohio, serving the intermediate points of Dayton and Reading, Ohio, between Mineral Wells, W. Va., and Huntington, W. Va., serving all intermediate points, and the offroute points of Ravenswood, W. Va., and those within 5 miles of Huntington, between Wheeling, W. Va., and Parkersburg, W. Va., serving all intermediate points, between Marietta, Ohio, and Huntington, W. Va., serving all intermediate points, and the offroute points of Racine and Minersville, Ohio, Mason City, Hartford, and Point Pleasant, W. Va., and certain points in Wood County, W. Va., one alternate route for operating convenience only. Vendee is authorized to operate as a common carrier in Pennsylvania, New York, Illinois, Ohio, West Virginia, and Wisconsin. Application has been filed for temporary authority under section 210a(b).

No. MC-F-8864. Authority sought for control by REDWING CARRIERS, INC., 7809 Palm River Road, Tampa 1, Fla., of

BLYTHE MOTOR LINES, INC., Post Office Box 1689, Sanford, Fla., and for acquisition by C. E. MENDEZ, also of Tampa, Fla., of control of BLYTHE MOTOR LINES, INC., through the acquisition by REDWING CARRIERS, INC. Applicants' attorney: Frank B. Hand, Jr., 921 17th Street NW., Washington 6, D.C. Operating rights sought to be controlled: Frozen foods, as a common carrier, over irregular routes, from Baltimore, Md., Biloxi, and Gulfport, Miss., New York, N.Y., Greencastle. Philadelphia, and Pittsburgh, Pa., and points in Alabama, Florida, New Jersey, North Carolina, South Carolina, and the District of Columbia, to points in North Carolina and South Carolina, from Greencastle, Philadelphia, and Pittsburgh, Pa., to New Orleans, La., points in Florida (except Miama, Fla.), Ala-bama, and Georgia, from Exmore, Va., to points in Alabama, Georgia, Louisiana, Mississippi, North Carolina, and South Carolina, from Charlotee, N.C., to Atlanta, Ga., Roanoke, Va., and Washington, D.C.; poultry, dressed, fresh, or frozen, from Charlotte and Greensboro, N.C., and points within 75 miles of Charlotte, N.C., to Boston, Mass., New York, N.Y., Philadelphia, Pa., and points in Florida, Georgia, Maryland, North Carolina, South Carolina, Virginia, and the District of Columbia, from Canton, Cumming, and Gainesville, Ga., to points in Maryland, New Jersey,, New York, Ohio, Pennsylvania, Virginia, and the District of Columbia; frozen fruits and frozen vegetables, from Plant City, Fla., to points in Connecticut, Delaware, Maryland, Massachusetts, New Jersey, New York, Pennsylvania, Rhode Island, Virginia, and the District of Columbia, from Macon, Ga., to Chicago, Ill., and points in Connecticut, Indiana, Mary-land, Massachusetts, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, South Carolina, Virginia, and the District of Columbia. from Hendersonville, N.C., to points in Connecticut, Florida, Georgia, Maryland, Massachusetts, New Jersey, New York, Pennsylvania, Rhode Island, Virginia, and the District of Columbia, from points in New York, to points in Alabama, Florida, Georgia, Louisiana, North Carolina, and South Carolina, from points in New Jersey, to points in Alabama, Georgia, and Louisiana; grape juice and grape juice concentrate, chilled or frozen, from Brockton, Dunkirk, and Westfield, N.Y., and North East, Pa., to points in Alabama, Florida, Georgia, Louisiana, Mississippi, North Carolina, and South Carolina; frozen citrus products, from Auburndale, Dade City, Dunedin, Florence Villa, Lake Wales, Leesburg, Plant City, and Plymouth, Fla., to points in Connecticut, Maryland, Mas-York, sachusetts, New Jersey, New Pennsylvania, Rhode Island, Virginia, Virginia, and the District of Columbia; shrimp cocktail, chilled or frozen, from Paramus, N.J., to points in Georgia, North Carolina, South Carolina, Tennessee, and Virginia; dairy products, from Lexington and Wilkesboro, N.C., to Washington, D.C., Baltimore, Md., Philadelphia, Pa., Jersey City, N.J., New York, N.Y., and Boston, Mass.

Frozen eggs, from a point about 5 miles from Lexington, N.C., to points in Georgia and Virginia, RESTRICTION: The service authorized above is subject to the following conditions: The service described above is restricted against the transportation of traffic to or from points in Kent and Sussex Counties, Del., and Somerset, Wicomico, Dorchester, Talbot, Caroline, Queen Annes, and Kent Counties, Md., and no operating right authorized above shall be tacked or combined with the operating right held by carrier as described in the next four commodity paragraphs below for the purpose of transporting shipments between points authorized to be served above, on the one hand, and, on the other, points which carrier is authorized to serve as described in the next four paragraphs below; frozen poultry, from points in York County, S.C., to points in Tennessee (except Nashville); fresh poultry, dressed, from Charlotte, Lexington, and Monroe, N.C., and points in York County, S.C., to points in Tennessee (except Nashville); frozen foods, from points in North Carolina to points in Tennessee (except Nashville), from points in Tennessee (except Nashville), to points in North Carolina and South Carolina; fresh and frozen foods and dairy products as defined in Part B of the appendix in Modification of Permits-Packing-House Products, 48 M.C.C. 628, from points in North Carolina and South Carolina, to points in Alabama, Mississippi, and Louisiana; citrus products, not canned and not frozen, restricted to transportation in foreign commerce, from Groveland, Fla., and points within 75 miles thereof, to ports of entry in New York on the United States-Canada boundary line; frozen citrus products, in vehicles equipped with mechanical refrigeration, restricted to transportation in foreign commerce, from Winter Garden and Dade City, Fla., to ports of entry in New York, Vermont, New Hampshire, and Maine on the United States-Canada boundary line; frozen foods, in vehicles equipped with mechanical refrigerations, unrestricted, from Leesburg, Auburndale, and Plymouth, Fla., to points in Vermont, New Hampshire, Maine, and that part of New York, on and north of U.S. Highway 20, from Plant City and Tampa, Fla., to points in that part of New York on and north of U.S. Highway 20, and to ports of entry in Vermont, New Hampshire, and Maine on the United States-Canada boundary line; citrus products, not canned and not frozen, from Groveland, Fla., and points within 75 miles thereof, to Baltimore, Md., New York, N.Y., Richmond, Va., and points in Connecticut, Maine, Massachusetts, New Hampshire, New Jersey, Pennsyl-vania, Rhode Island, Vermont, and the District of Columbia, from Orlando, Fla., and points within 10 miles thereof, to

Saratoga Springs, N.Y.

Cheese, from Rochester, and West Amboy, N.Y., to points in Florida; citrus fruits, from points in Florida, to Buffalo, N.Y., and points within 10 miles thereof; frozen foods, from points in Monroe, Genesee, Erie, and Ontario Counties, N.Y., to points in Florida, from Plant City and Dade City, Fla., to Buffalo, N.Y.,

from Bridgeton, Camden, Glassboro, and Vineland, N.J., to points in Tennessee, from Pittsburgh, Pa., Jersey City, N.J., Buffalo, Brockport, Eastport, Fulton, Genesee, Mount Morris, Oswego, Way-land, and points in Orleans County, N.Y., to points in Tennessee and Virginia, from Cambridge and Pocomoke City, Md., to points in Alabama, Louisiana, and Mississippi, from Boston, Gloucester, Lowell, New Bedford, Southboro, and Worcester, Mass., to points in North Carolina, South Carolina, Georgia, and that part of Virginia west of U.S. Highway 15, RESTRICTION: The service authorized in the paragraph next above is subject to the following conditions: The authority in the paragraph next above may not be tacked to or joined with any other authority held by carrier for the purpose of performing a through movement, and shipments transported under the authority granted next above may not be interlined with any other motor carrier; dairy products, and frozen foods, from Buffalo, N.Y., to Jacksonville, Fla.; frozen grape concentrate, from Westfield, N.Y., to points in Virginia, North Carolina, South Carolina, Georgia, Alabama, and Florida; frozen fruits, from Middleport, Barker, Holley, Morton, Buffalo, LeRoy, Fairport, Webster, Williamson, Ontario, North Rose, Elmira, and Syracuse, N.Y., to points in Alabama, Florida, and Georgia, from points in New York, to Atlanta, Ga., and points in Duval County, Fla., Richmond and Chatham Counties, Ga., and Guilford County, N.C., from points in Jefferson County, W. Va., to points in Duval and Dade Counties, Fla.; frozen citrus products, from points in Florida, to points in New York (except points in the New York, N.Y., commercial zone as defined by the Commission in the Fifth Supplemental Report in Commercial Zones and Terminal Areas, 53 M.C.C. 451, and points in Nassau and Westchester Counties, N.Y., and except from Plant City and Dade City, Fla., to Buffalo, N.Y.), from points in Florida, to points in Pennsylvania (except points in the Philadelphia, Pa., commercial zone as defined by the Commission), from points in Florida (except Auburndale, Dade City, Dunedin, Florence Villa, Lake Wales, Leesburg, Plant City, and Plymouth) to points in Connecticut, Maryland, Massachusetts, New Jersey, New York, Pennsylvania, Rhode Island, Virginia, and the District of Columbia; frozen vegetables, from points in Massachusetts, to Baltimore, Md., New York, N.Y., Philadelphia, Pa., and Washington, D.C., and points in Hartford and Fairfield Counties, Conn., Prince Georges County, Md., Monmouth, Burlington, Essex, and Hudson Counties, N.J., Niagara, Dutchess, and Westchester Counties. N.Y., and Bedford, Delaware, and Lackawanna Counties, Pa., from points in Orleans and Wayne Counties, N.Y., to New Orleans, La., and points in Mobile County, Ala., Dade County, Fla., and Richland County, S.C., from Cambridge, Salisbury, and Trappe, Md., and Dover and Georgetown, Del., to points in Alabama, Louisiana, and Mississippi.

Frozen berries, from Long Island City and New York, N.Y., to points in Duval Pipe Company, about 4 miles from Co-

County, Fla., and Erie County, N.Y., from points in Maine, to Baltimore, Md., Philadelphia, Pa., and Washington, D.C., and points in Duval County, Fla., Prince Georges County, Md., and Essex and Hudson Counties, N.J., from points in Essex County, Mass., to points in Duval County, Fla., and Ulster County, N.Y.; citrus products, not canned and not frozen, in vehicles equipped with mechanical refrigeration, from Groveland, Fla., and points within 75 miles thereof, to points in New York, except New York, N.Y., from DeLand and Eustis, Fla., to points in Connecticut, Massachusetts, Rhode Island, New York, New Jersey, Pennsylvania, Maryland, Virginia, and the District of Columbia; foodstuffs, from points in Chautauqua County, N.Y., and Erie County, Pa. (except canned goods from North East, Pa., and Fredonia N.Y., and points within 25 miles thereof), to points in Virginia (except those in Accomack and Northampton Counties, Va.); canned goods when moving in mixed shipments with frozen foods, from points in Chautauqua County, N.Y., and Erie County, Pa., to points in Virginia (except those in Accomack and Northampton Counties, Va.); frozen vegetable juice concentrates, with additives, in mixed shipments with frozen citrus products, from Auburndale, Leesburg, and Plymouth, Fla., to points in Connecticut, Maryland, Massachusetts, New Jersey, Rhode Island, Virginia, West Virginia, and the District of Columbia; frozen foodstuffs, from Lake City, Pa., to points in Georgia; frozen meat, from Wilmington, Del., to points in North Carolina, South Carolina, Tennessee, Georgia, Alabama, Mississippi, Louisiana, and Florida; canned citrus products, from points in Florida, to points in West Virginia, Maryland, Delaware, Pennsylvania, New Jersey, New York, Connecticut, Rhode Island, Massachusetts, New Hampshire, Vermont, and Maine; frozen foods, in vehicles equipped with mechanical refrigeration, from Worcester, Mass.. to points in Florida; foods (other than meats, meat products, meat byproducts, poultry, processed lobsters, candy, pie and pastry fillings, and soda fountain preparations and extracts), in vehicles equipped with mechanical refrigeration, from Boston, Mass., to points in Florida; frozen fish and frozen fish dinners, in vehicles equipped with mechanical refrigeration, from Gloucester, Mass., to points in Florida; meats, meat products, and meat byproducts, as defined in the appendix to the report in Modification of Permits-Packinghouse Products, 48 M.C.C. 628, in vehicles, equipped for mechanical refrigeration, from Clinton, N.C., and points within 2 miles thereof, to Wilmington, Del., Baltimore, Md., North Bergen, Newark, Hoboken, and Jersey City, N.J., New York, and Brooklyn, N.Y., Philadelphia, and Pittsburgh, Pa., Columbia and Charleston, S.C., and Richmond, Smithfield, and Norfolk, Va.; fresh fruits and vegetables, fresh meats, dressed poultry, dressed rabbits, seafoods, and frozen foods, between Columbia and Fort Jackson, S.C., on the one hand, and, on the other, points in Florida; clay products, from the site of the Columbia

lumbia, S.C., to points in Florida: frozen fruit concentrates, from Brocton and Westfield, N.Y., and North East, Pa., to points in Tennessee and Virginia; wine, and frozen fruit juices, from Westfield, N.Y., and points within 100 miles thereof, to points in Alabama, Florida, Georgia, Louisiana, Mississippi, North Carolina, and South Carolina; frozen poultry, from Salisbury, Md., to points in Alabama, Louisiana, and Mississippi; and frozen fruits and vegetables, frozen fruit juices, and frozen citrus juice concentrate, from Atlanta, Brunswick, Macon, and Savannah, Ga., and points in Florida, to points in Maine, New Hampshire, and Vermont. REDWING CARRIERS. INC., is authorized to operate as a common carrier in Florida, Alabama, Georgia, South Carolina, North Carolina, Mississippi, Tennessee, Illinois, West Virginia, and Louisiana. Application has not been filed for temporary authority under section 210a(b).

No. MC-F-8865. Authority sought for purchase by TALLANT TRANSFER, INC., 1341 Second Avenue SW., Hickory, N.C., of the operating rights of WAR-REN TRANSFER & STORAGE, INC., Warren, Pa., and for acquisition by WALLACE F. TALLANT, JR., PEGGY TALLANT HARE, both of 1229 Greenway Drive SE., Washington, D.C., and MARJORIE TALLANT NAM, Greenway Drive SE., Washington, D.C., of control of such rights through the purchase. Applicants' attorney: James E. Wilson, 716 Perpetual Building, 1111 "E" Street NW., Washington 4, D.C. Operating rights sought to be transferred: General commodities, except those of unusual value, livestock, new furniture, Classes A and B explosives, and household goods, as defined by the Commission, as a common carrier, over irregular routes, between points in Warren County, Pa., between Warren, Pa., on the one hand, and, on the other, points in New York on and west of New York Highway 19. Vendee is authorized to operate as a common carrier in South Carolina, Georgia, Florida, Alabama, Ohio, Tennessee, Virginia, Maryland, Delaware, Pennsylvania, New Jersey, New York, North Carolina, Massachusetts, Rhode Island, Connecticut, West Virginia, Michigan, Illinois, Kentucky, Arkansas, Mississippi, Missouri, Louisiana, Wisconsin, Indiana, Kansas, Iowa, Minnesota, Nebraska, and the District of Columbia. Application has been filed for temporary authority under section 210a

#### MOTOR CARRIERS OF PASSENGERS

No. MC-F-8857. Authority sought to continue in control by GREYHOUND LINES, INC., 140 South Dearborn Street, Chicago, Ill., 60603, of EASTERN CANADIAN GREYHOUND LINES, LIMITED, 222 First Avenue SW., Calgary, Alberta, Canada, and for acquisition by THE GREYHOUND CORPORA-TION, also of Chicago, Ill. 60603, of control of EASTERN CANADIAN GREY-HOUND LINES, LIMITED, through the acquisition by GREYHOUND LINES, INC. Applicants' attorney: Robert J. Bernard, Room 1500, 140 South Dearborn Street, Chicago, Ill. 60603. Operating rights sought to be controlled: In 12528 NOTICES

pending Docket No. MC-126047, covering the transportation of passengers and their baggage, in the same vehicle with passengers, in round trip charter operations, as a common carrier, over irregular routes, beginning and ending at ports of entry on the international boundary line between the United States and Canada, located in Maine, New Hampshire, Vermont, New York, and Detroit and Port Huron, Mich., and extending to points in the United States Hawaii). GREYHOUND LINES, INC., is authorized to operate as a common carrier in California, Nevada, Oregon, Florida, Tennessee, Alabama, and New Jersey. Application has not been filed for temporary authority under section 210a(b).

Note: This application is filed because of the findings in an order, by the Commission, Operating Rights Board No. 1, in Docket No. MC-126047, dated June 15, 1964. Applicant requests that the application be dismissed as being unnecessary.

By the Commission.

HAROLD D. McCoy, Secretary.

[F.R. Doc. 64-8898; Filed, Sept. 1, 1964; 8:47 a.m.]

[Notice 318]

# MOTOR CARRIER ALTERNATE ROUTE DEVIATION NOTICES

AUGUST 28, 1964.

The following letter-notices of proposals to operate over deviation routes for operating convenience only have been filed with the Interstate Commerce Commission, under the Commission's Deviation Rules Revised, 1957 (49 CFR 211.1 (c) (8)) and notice thereof to all interested persons is hereby given as provided in such rules (49 CFR 211.1(d) (4)).

Protests against the use of any proposed deviation route herein described may be filed with the Interstate Commerce Commission in the manner and form provided in such rules (49 CFR 211.1(e)) at any time, but will not operate to stay commencement of the proposed operations unless filed within 30 days from the date of publication.

Successively filed letter-notices of the same carrier under the Commission's Deviation Rules Revised, 1957, will be numbered consecutively for convenience in identification and protests if any should refer to such letter-notices by number.

MOTOR CARRIERS OF PROPERTY

No. MC 10761 (Deviation No. 32), TRANSAMERICAN FREIGHT LINES, INC., 1700 North Waterman Avenue, Detroit, Mich., 48209, filed August 19, 1964. Carrier proposes to operate as a common carrier, by motor vehicle, of general commodities, with certain exceptions, over a deviation route as follows: From Grand Rapids, Mich., over Interstate Highway 96 to junction Interstate Highway 94, near Benton Harbor, Mich., and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over a pertinent service route

as follows: From Chicago, Ill., over U.S. Highway 12 to Kalamazoo, Mich., thence over U.S. Highway 131 to Grand Rapids; from Grand Rapids over Michigan Highway 21 to Holland, Mich., thence over U.S. Highway 31 to Benton Harbor, and return over the same routes.

No. MC 38541 (Deviation No. 5), WHITE MOTOR EXPRESS, INC., 321 Benedict Street, Nashville, Tenn., 37213, filed August 21, 1964. Carrier proposes to operate as a common carrier, by motor vehicle, of general commodities, with certain exceptions, over a deviation route as follows: From Lebanon, Tenn., over U.S. Highway 231 via Scottsville, Ky. to junction U.S. Highway 31W at Bowling Green, Ky., thence over U.S. Highway 31W to Elizabethtown, Ky., and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over pertinent service routes as follows: From Louisville, Ky., over U.S. Highway 31W to Elizabethtown, thence over Kentucky Highway 61 to Hodgenville, Ky., thence over U.S. Highway 31E to Westmoreland, Tenn., thence over Tennessee Highway 52 to Lafayette, Tenn., thence over Tennessee Highway 10 to junction Tennessee Highway 25 near Hartsville, Tenn., thence over Tennessee Highway 25 to junction U.S. Highway 231, thence over U.S. Highway 231 to Lebanon (also from Lafayette over Tennessee Highway 52 to Celina, Tenn., thence over Tennessee Highway 53 to Chestnut Mound, Tenn., thence over U.S. Highway 70N to junction unnumbered highway near Chestnut Mound, thence over unnumbered highway to junction Tennessee Highway 56, thence over Tennessee Highway 56 to Smithville, Tenn., thence over Tennessee Highway 26 to Lebanon, and return over the same routes.

No. MC 44605 (Deviation No. 4), MILNE TRUCK LINES, INC., 2200 South Third West, Salt Lake City, Utah, 84115, filed July 26, 1964. Carrier proposes to operate as a common carrier, by motor vehicle, of general commodities, with certain exceptions, over a deviation route as follows: From Evanston, Wyo., over Wyoming Highway 89 to junction Utah Highway 3, thence over Utah Highway 3 via Randolph, Utah, to junction Utah Highway 51 at Sage Creek Junction, Utah, thence over Utah Highway 51 to junction Wyoming Highway 89, thence over Wyoming Highway 89 to junction U.S. Highway 30N at Sage, Wyo., thence over U.S. Highway 30N and Wyoming Highway 89 to junction U.S. Highway 89, thence over U.S. Highway 89 via Afton, Wyo., to junction U.S. Highway 187 approximately 14 miles south of Jackson, Wyo., and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over a pertinent service route as follows: From Salt Lake City over U.S. Highway 91 to Ogden, Utah, thence over U.S. Highway 30-S to Evanston, Wyo. (also from Salt Lake City over U.S. Highway 40 to Kimballs, Utah, thence over U.S. Highway 189, portion formerly Utah Highway 4, via Wanship, Utah, to Echo City, Utah, thence over U.S. Highway 30-S to Evanston, Wyo.),

thence over Wyoming Highway 89 to the Wyoming-Utah State line, thence over Utah Highway 3 to Sage Creek Junction, Utah, thence over Utah Highway 51 to the Utah-Wyoming State line, thence over Wyoming Highway 89 to Sage, Wyo., thence over U.S. Highway 30-N to Kemmerer, Wyo., from Salt Lake City to Evanston, as specified above, thence over U.S. Highway 30-S to junction U.S. Highway 189, thence over U.S. Highway 189 to junction unnumbered highway, thence over unnumbered highway via Blazon and Oakley, Wyo., to junction U.S. Highway 189 to Kemmerer, and from Daniel, Wyo., over U.S. Highway 187 to Jackson, Wyo., and return over the same routes. No. MC 107558 (Deviation No. 6), TRANSPORTATION ARROW

INC., 288 Kinsley Ave., Providence, R.I., 02903, Applicant's representative: Mr. Russell B. Curnett, 36 Circuit Drive, Edgewood Station, Providence, R.I., 02905, filed August 17, 1964. Carrier proposes to operate as a common carrier, by motor vehicle of general commodities, with certain exceptions, over a deviation routs as follows: From Providence, R.I., over U.S. Highway 6 to junction Massachusetts Highway 24, thence over Massachusetts Hhighway 24 to junction Massachusetts Southeast Expressway, thence over the Massachusetts Southeast Expressway to Boston, Mass., and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over a pertinent service route as follows: From New York over U.S. Highway 1 via New Haven, Conn., to Boston; from Providence, over U.S. Highway 6 to Provincetown, Mass.; from Boston over Massachusetts Highway 138 to Taunton, Mass., and thence over Massachusetts Highway 140 to New Bedford, Mass., and return over the same routes.

# MOTOR CARRIERS OF PASSENGERS

No. MC 29957 (Deviation No. 5), CON-TINENTAL SOUTHERN LINES, INC., Box 4407, Alexandria, La., filed August 14, 1964. Carrier proposes to operate as a common carrier, by motor vehicle, of passengers and their baggage, over a deviation route as follows: From Beaumont, Tex., over Interstate Highway 10. to Houston, Tex., and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport passengers over a pertinent service route as follows: From Beaumont over U.S. Highway 90 to Liberty, Tex.; from Baytown, Tex., over Texas Highway 146 to Dayton, Tex., thence over U.S. Highway 90 to Liberty; from Dayton, over unnumbered highway via Humble, Tex., to junction U.S. Highway 59, thence over U.S. Highway 59 to Houston; from junction unnumbered highway and Atascocita Trail over Atascocita Trail to junction Old Humble Road, thence over Old Humble Road to junction U.S. Highway 59, and return over the same routes.

By the Commission.

[SEAL] HAROLD D. McCoy, Secretary.

[F.R. Doc. 64-8899; Filed, Sept. 1, 1964; 8:47 a.m.]

[Notice 674]

# MOTOR CARRIER, BROKER, WATER CARRIER AND FREIGHT FORWARD-ER APPLICATIONS

AUGUST 28, 1964.

The following applications are governed by Special Rule 1.247 of the Commission's general rules of practice (49 CFR 1.247), published in the FEDERAL REGISTER, issue of December 3, 1963, effective January 1, 1964. These rules provide, among other things, that a protest to the granting of an application must be filed with the Commission within 30 days after date of notice of filing of the application is published in the FEDERAL REGISTER. Failure seasonably to file a protest will be construed as a waiver of opposition and participation in the proceeding. A protest under these rules should comply with § 1.40 of the general rules of practice which requires that it set forth specifically the grounds upon which it is made and specify with particularity the facts, matters, and things relied upon, but shall not include issues or allegations phrased generally. Protests not in reasonable compliance with the requirements of the rules may be rejected. The original and six (6) copies of the protests shall be filed with the Commission, and a copy shall be served concurrently upon applicant's representative, or applicant if no representative is named. If the protest includes a request for oral hearing, such request shall meet the requirements of § 1.247(d) (4) of the special rule. Subsequent assignment of these proceedings for oral hearing, if any, will be by Commission order which will be served on each party of record.

No. MC 151 (Sub-No. 26), filed August 12, 1964. Applicant: LOVELACE TRUCK SERVICE, INC., 425 North 2d Street, Terre Haute, Ind. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: Soybean meal, in bulk, and rejected shipments, between Springfield, Ill., and Terre Haute, Ind., from Springfield, over U.S. Highway 36 to junction U.S. Highway 150 to Terre Haute, and return over the same route, serving no intermediate points.

Note: If a hearing is deemed necessary, applicant does not specify place of hearing.

No. MC 3379 (Sub-No. 47) filed August 14, 1964. Applicant: SNYDER BROS. MOTOR FREIGHT, INC., 363 Stanton Avenue, Akron, Ohio. Applicant's attorney: John C. Bradley, Suite 618 Perpetual Building, 1111 E Street NW., Washington, D.C., 20004. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: General commodities (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities, in bulk, and those requiring special equipment), serving Wooster, Ohio, as

an offroute point in connection with applicant's authorized regular route operations.

Note: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 7640 (Sub-No. 21), filed August 14, 1964. Applicant: BARNES TRUCK LINES, INC., 506 Mayo Street, Wilson, N.C. Applicant's attorney: Harry Ross, Warner Building, Washington 4, D.C. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) Flakeboard, from points in North Carolina on and east of U.S. Highway 29, to points in Virginia, Delaware, Maryland, New Jersey, Pennsylvania, District of Columbia, Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New York, Ohio, Illinois, Indiana, West Virginia, Kentucky, Tennessee, and Florida, and (2) plywood, from points in North Carolina on and east of U.S. Highway 29, to points in Virginia, Delaware, Maryland, New Jersey, Pennsylvania, and the District of Columbia.

Note: Applicant states it "holds authority to operate as a common carrier in the transportation of 'lumber' from all points in the origin territory sought to all points in the destination territory sought and believes that this authorized the transportation of 'flakeboard' and 'plywood' from and to all points in the sought origin and destination territories. Accordingly, this application is being filed from an abundance of caution." If a hearing is deemed necessary, applicant requests it be held at Raleigh, N.C.

No. MC 13471 (Sub-No. 7), filed August 18, 1964. Applicant: WILEY'S AUTO EXPRESS, INC., Oak Lane and MacDade Boulevard, Glennolden, Pa. Applicant's attorney: James W. Hagar, Commerce Building, Harrisburg, Pa. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: Empty used containers, from points in Maine, Connecticut, Massachusetts, New Hampshire, Rhode Island, New York, Pennsylvania, Delaware, Virginia, Hagerstown, Md., and that part of Maryland east of U.S. Highway 15, and the District of Columbia, to Paulsboro, N.J.

Note: Common control may be involved. Applicant states it "presently holds authority to transport the commodity to Philadelphia from the origin territory. New destination point sought due to relocation of container reconditioning plant." If a hearing is deemed necessary, applicant requests it be held at Philadelphia, Fa.

No. MC 16365 (Sub-No. 5), filed August 13, 1964. Applicant: GEO. W. WEAVER & SON, INC., 539 North Front Street, Steelton, Pa. Applicant's attorney: John M. Musselman, 400 North Third Street, Post Office Box 46, Harrisburg, Pa., 17108. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) Household goods as defined in Practices of Motor Common Carriers of Household Goods, 17 M.C.C. 467, between points in Pennsylvania, restricted against tacking with present authority, and (2) personal effects and baggage not included in household goods as defined in Practices of Motor Common Carriers of

Household Goods, 17 M.C.C. 467, between Harrisburg, Pa., and points in Pennsylvania within fifty (50) miles of Harrisburg, on the one hand, and, on the other, points in Massachusetts, Connecticut, New York, New Jersey, Delaware, Maryland, Ohio, Virginia, West Virginia, and the District of Columbia.

Note: Applicant states it proposes to transport empty containers or other such incidental facilities (not specified) used in transporting the above-specified commodities, on return. If a hearing is deemed necessary, applicant requests it be held at Harrisburg. Pa.

No. MC 19227 (Sub-No. 87), filed August 13, 1964. Appplicant: LEONARD BROS. TRANSFER, INC., 2595 Northwest 20th Street., Miami, Fla. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Articles, self-propelled, or not requiring special equipment, each weighing 15,000 pounds or more with or without incidental machinery, tools, parts or supplies moving in conjunction therewith, in driveaway, haulaway, or towaway service, (1) between points in Texas, and (2) between points in Texas on the one hand, and, on the other, points in Arkansas, Louisiana, Mississippi.

Note: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 29566 (Sub-No. 90), filed August 14, 1964. Applicant: SOUTHWEST FREIGHT LINES, INC., 1400 Kansas Avenue, Kansas City, Kans. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Salt, salt products, ground pepper, and mineral mixtures (except in bulk), from Hutchinson, Kans., to points in Iowa, Kansas City, St. Joseph, and St. Louis, Mo., and points in Illinois on and south of U.S. Highway 24.

Note: "Applicant states it has the authority to transport truckload shipments to the destination territory and has filed this application to secure unquestionable authority to provide split delivery and stops-in-transit". Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Kansas City, Mo.

No. MC 31242 (Sub-No. 2) filed August 12, 1964. Applicant: MRS. BERNICE GIBE, doing business as J. D. SCHAF-FER CARTAGE COMPANY, 2639 Indiana Avenue, Chicago, Ill. Applicant's attorney: Themis N. Anastos, 343 South Dearborn Street, Chicago 4, Ill. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: General commodities (except those of unusual value Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading), between points in the Chicago, Ill., commercial zone, and Oakbrook, Ill.

Note: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 32838 (Sub-No. 13) filed August 10, 1964. Applicant: SCHERFF'S TRUCK LINE, INC., 305 East Main Street, California, Mo. Applicant's at-

<sup>&</sup>lt;sup>1</sup>Copies of Special Rule 1.247 can be obtained by writing to the Secretary, Interstate Commerce Commission, Washington, D.C., 20423.

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torney: Herman W. Huber, 101 East High Street, Jefferson City, Mo. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: General commodities (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), serving Sedalia, Mo., as an intermediate point in connection with applicant's authorized regular route operations between Union, Mo., and Kansas City, Kans.

Note: If a hearing is deemed necessary, applicant requests it be held at Jefferson City, Mo.

No. MC 35835 (Sub-No. 19), filed August 17, 1964. Applicant: JENSEN TRANSPORT, INC., 300 Ninth Avenue SE., Independence, Iowa. Applicant's representative: William A. Landau, 1307 East Walnut, Des Moines, Iowa. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Starch, sugar, and products of corn, in bulk, from Muscatine, Iowa, to points in Arkansas, Illinois, Indiana, Iowa, Kansas, Kentucky, Michigan, Minnesota, Missouri, Nebraska, Ohio, Oklahoma, South Dakota, Tennessee, and Wisconsin.

Note: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 49504 (Sub-No. 15) (CORREC-TION), filed July 20, 1964, published FEDERAL REGISTER issue of August 5, 1964, and republished as corrected this issue. No. MC 49504 (Sub-No. 15) filed July 20. 1964. Applicant: McCUE TRANSFER INC., 3524 East Fourth, Hutchinson, Kans. Applicant's attorney: John E. Jandera, 641 Harrison Street, Topeka, Kans. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) Feed ingredients, and empty containers or other such incidental facilities used in transporting the above commodities, between Hutchinson, Kans., and points within 2 miles thereof and the plantsite of American Salt Corp. of Lyons, Kans., on the one hand, and, on the other, points in Minnesota, North Dakota, South Dakota, Nebraska, Arkansas, New Mexico, and points in Cochran, Bailey, Randall, Roberts, Crosby, Swisher, Potter Shwerman, Wichita, Lubbock, Castro, Oldham, Dallam, Cottle, Hall, Gray, Ochiltree, Yoakum, Dickens, Briscoe, Carson, Hansford, Collinsworth, Floyd, Hartley, Foard, Kent, Terry, Motley, Childress, Wheel, Lipscomb, Lamb, Armstrong, Hutchinson, Wilbarger, Lynn, Hale, Donley, Moore, Hockley, Parmer, Deaf Smith, Hemphill, Hardeman, and Garza Counties, Tex., and points in Wyoming and Missouri (except St. Joseph, St. Louis, and Kansas City commercial zones), and (2) pepper when moved in mixed shipments of salt and salt products, and empty containers or other such incidental facilities used in transporting the above commodities, between Hutchinson, Kans., and points within 2 miles thereof and the plant site of American Salt Corp. at Lyons, Kans., on the one hand, and, on the other, points in Minnesota, North Dakota, South Dakota, Nebraska, Arkan-

sas, New Mexico, and points in Cochran, Bailey, Randall, Roberts, Crosby, Swisher, Potter, Shwerman, Wichita, Lubbock, Castro, Oldham, Dallam, Cottle, Hall, Gray, Ochiltree, Yoakum, Dickens, Briscoe, Carson, Hansford, Floyd, Collinsworth, Hartley, Foard, Kent, Terry, Motley, Childress, Wheel, Lipscomb, Lamb, Armstrong, Hutchinson, Wilbarger, Lynn, Hale, Donley, Moore, Hockley, Parmer, Deaf Smith, Hemphill, Hardeman, and Garza Counties, Tex., and points in Wyoming and Missouri (except St. Joseph, St. Louis, and Kansas City commercial zones).

Note: The purpose of this republication is to correct the commodity description to read feed ingredients, inadvertently given as food ingredients in previous publication. If a hearing is deemed necessary, applicant requests it be held at Kansas City, Mo.

No. MC 60235 (Sub-No. 1) (CORRECTION), filed July 29, 1964, published in Federal Register issue August 26, 1964, and republished as corrected this issue Applicant: WILLIAM SUNDRUP, Arcadia, Iowa. Authority sought to operate as a common carrier, by motor véhicle, over irregular routes, transporting: Liquid petroleum products, from the site of the Great Lake Pipe Line Co., Omaha, Nebr., to Arcadia, Iowa.

Note: The purpose of this republication is to show the correct spelling of the carrier's name in lieu of that which was previously published. Applicant does not specify place of hearing.

No. MC 64932 (Sub-No. 350), filed August 11, 1964. Applicant: ROGERS CARTAGE CO., 1439 West 103d Street, Chicago 3, Ill. Applicant's attorney: David Axelrod, 39 South La Salle Street, Chicago 3, Ill. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Anhydrous ammonia and nitrogen fertilizer solutions, in bulk, in tank vehicles, from the plantsite of Sinclair Petroleum Chemicals, Inc., located at or near Peru, Ill., to points in Nebraska, Minnesota, Iowa, Wisconsin, Indiana, Ohio, Missouri, Kentucky, Kansas, North Dakota, and South Dakota.

Note: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 64932 (Sub-No. 351), filed August 11, 1964. Applicant: ROGERS CARTAGE CO., a corporation, 1439 West 103d Street, Chicago, Ill. Applicant's attorney: David Axelrod, 39 South La Salle Street, Chicago, Ill. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Starch, sugar and products of corn, in bulk, in tank or hopper vehicles, from Muscatine, Iowa, to points in Arkansas, Illinois, Indiana, Iowa, Kansas, Kentucky, Michigan, Minnesota, Missouri, Nebraska, Ohio, Oklahoma, South Dakota, Tennessee, and Wisconsin

Note: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 64932 (Sub-No. 352) filed August 12, 1964. Applicant: ROGERS CARTAGE CO., a corporation, 1439 West 103d Street, Chicago, Ill. Applicant's attorney: David Axelrod, 39 South La Salle Street, Chicago 3, Ill. Authority

sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Phosphoric acid and phosphatic fertilizer solutions, in bulk, in tank vehicles, from the plantsite of the Hydrite Chemical Co. located at Milwaukee, Wis., to points in Illinois, Indiana, Iowa, and Minnesota.

Note: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 65802 (Sub-No. 29), filed August 17, 1964. Applicant: LYNDEN TRANSFER, INC., Post Office Box 433, Lynden, Wash., 98264. Applicant's attorney: James T. Johnson, 609 Norton Building, Seattle, Wash., 98104. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: General commodities, between Seattle, Wash., on the one hand, and, on the other, points in that part of Alaska south of an imaginary line drawn east and west through Skagway, Alaska.

Note: Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Seattle, Wash.

No. MC 67097 (Sub-No. 2) filed August 17, 1964. Applicant: CAMP CURTAIN TRANSFER, INC., 2440 Jefferson Street, Harrisburg, Pa. Applicant's attorney: James W. Hager, Commerce Building, Post Office Box 432, Harrisburg, Pa. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) Household goods, as defined by the Commission, and empty containers or other such incidental facilities (not specified) used in transporting the above described commodities, between points in Pennsylvania, and (2) personal effects and baggage, not included in household goods. as defined by the Commission, and empty containers or other such incidental facilities (not specified), used in transporting the above described commodities, between points in Pennsylvania within 50 miles of Harrisburg, Pa., on the one hand, and, on the other, points in Connecticut, Delaware, Indiana, Illinois, Maryland, Massachusetts, Michigan, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, South Carolina, Virginia, West Virginia, and the District of Columbia.

Note: Applicant states that (1) above is subject to a restriction that the foregoing authority shall not be tacked or joined with the applicant's present authority at MC 67097. If a hearing is deemed necessary, applicant requests it be held at Harrisburg, Pa.

No. MC 71096 (Sub-No. 49) filed August 14, 1964. Applicant: NORWALK TRUCK LINES, INC., 180 Milan Avenue, Norwalk, Ohio. Applicant's representative: Marion M. Emery, 6055 Flanders Road, Sylvania, Ohio. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: General commodities (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and commodities requiring special equipment), between Cleveland, Ohio, and Buffalo, N.Y., (1) over Interstate Highway 90; (2) from Cleveland over Inter-

state Highway 90 to junction New York Highway 5, thence over New York Highway 5 to Buffalo; and (3) from Cleveland over U.S. Highway 20 to Silver Creek, N.Y., thence over New York Highway 5 to Buffalo, and return over the same routes, serving no intermediate points.

Note: Applicant states the above transportation service will be restricted (1) to traffic interchanged with Norwalk Truck Lines, Inc., of Delaware, and (2) against traffic originating at, destined to or interchanged at points in the State of Ohio except those authorized to be served in Lucas, Defiance, Henry, Wood, Paulding, Putnam, Hancock, and Van Wert Countles and in that part of Ottawa and Sandusky Counties within twenty-five (25) miles of Toledo. Applicant intends the authority hereinabove sought be tacked with its existing authority to provide service on traffic now transported by applicant by way of the Detroit and Port Huron, Michigan, gateways through the Province of Ontario, Canada, for interchange with applicant's subsidiary, Norwalk Truck Lines, Inc., of Delaware, at the international boundary at Buffalo and Niagara Falls, N.Y. Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 76032 (Sub-No. 187) filed August 17, 1964. Applicant: NAVAJO FREIGHT LINES, INC., 1205 South Platte River Drive, Denver, Colo., 80223. Applicant's attorney: O. Russell Jones. 207 Bokum Building, 142 West Palace Avenue, Santa Fe, N. Mex. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: General commodities, including Classes A, B, and C explosives, ammunition not included in Classes A, B, and C explosives, and component parts of explosives and ammunition, and (excepting those of unusual value, livestock, household goods as defined by the Commission. commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading), between Los Angeles, Calif., and Bakersfield, Calif.: From Los Angeles over Interstate Highway 5 to Bakersfield, and return over the same routes, serving no intermediate points, as an alternate route for operating convenience only in connection with applicant's presently authorized regular route operations.

Note: Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Los Angeles, Calif.

No. MC 80428 (Sub-No. 36) (CORREC-TION), filed July 29, 1964, published FEDERAL REGISTER, issue of August 12, 1964, and republished this issue. Applicant: McBRIDE TRANSPORTA-TION, INC., Main Street, Goshen, N.Y. Applicant's attorney: Martin Werner, 2 West 45th Street, New York 36, N.Y.

Note: The purpose of this republication is to set forth the applicant's correct name as shown above, inadverently shown as McBridge Transportation, Inc., in previous publication.

No. MC 87303 (Sub-No. 6), filed August 13, 1964. Applicant: BEN-LEE MOTOR SERVICE CO., a corporation, 3314 South Lawndale Avenue, Chicago, Ill. Applicant's attorney: Carl L. Steiner, 39 South La Salle Street, Chicago 3, Ill. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes,

transporting: General commodities (except those of unusual value, Classes A and B explosives, household goods as defined in Practices of Motor Common Carriers Household Goods, 17 M.C.C. 467, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading), between Chicago, Ill., on the one hand, and, on the other, the plantsite of Bethlehem Steel Co., located in Porter County, Ind.

Note: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 92983 (Sub-No. 447) filed August 17, 1964. Applicant: ELDON MIL-LER, INC., Post Office Drawer 617, Kansas City, Mo., 64141. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Petroleum and petroleum products, in bulk, in tank vehicles, from points in Kansas on and west of U.S. Highway 77, to points in Illinois, Indiana, and in that part of Missouri on and north of U.S. Highway 50.

Note: If a hearing is deemed necessary, applicant requests it be held at Kansas City,

No. MC 97841 (Sub-No. 9) (CLARIFI-CATION AS TO INTERMEDIATE POINTS), filed July 24, 1964, published FEDERAL REGISTER issue August 12, clarified August 19, 1964, and republished this issue. Applicant: GENERAL HIGH-WAY EXPRESS, INC., Post Office Box 179, Sidney, Ohio. Applicant's attorney: John P. McMahon, 44 East Broad Street, Columbis 15, Ohio. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: General commodities (except those of unusual value, household goods as defined in Practices of Motor Common Carriers of Household Goods, 17 M.C.C. 467, commodities in bulk, and those requiring special equipment), (1) between Sidney and Bellefontaine, Ohio, from Sidney over Ohio Highway 706 to the junction of Ohio Highway 69 at Quincy, Ohio, thence over Ohio Highway 69 to the junction of Ohio Highway 47, thence over Ohio Highway 47 to Bellefontaine, and return over the same route, serving the intermediate points of De Graff and Quincy, Ohio, (2) between Bellefontaine and Sidney, Ohio, from Bellefontaine over U.S. Highway 33 to the junction of Ohio Highway 69 at Lakeview, Ohio, thence over Ohio Highway 69 to the junction of Ohio Highway 274: thence over Ohio Highway 274 to the junction of U.S. Highway 25 (Interstate Highway 75), thence over U.S. Highway 25 to Sidney, and return over the same route, serving the intermediate points of Lakeview and Jackson Center, Ohio, (3) between Sidney and Ohio City, Ohio; from Sidney over Ohio Highway 29, to the junction of U.S. Highway 127 at Celina, thence over U.S. Highway 127 to the junction of U.S. Highway 33, thence over U.S. Highway 33 to the junction of Ohio Highway 118 at Rockford, Ohio, thence over Ohio Highway 118 to Ohio City, and return over the same route, serving the intermediate points of Celina, St. Marys, and Rockford, Ohio, (4) between Sidney, and Wapakoneta, Ohio, from Sidney, over

Ohio Highway 29 to the junction of Ohio Highway 119, thence over Ohio Highway 119 to the junction of Ohio Highway 66 at Minster, Ohio, thence over Ohio Highway 66 to the junction of U.S. Highway 33 at St. Marys, Ohio, thence over U.S. Highway 33 and unnumbered highway to Wapakoneta, and return over the same routes, serving the intermediate points of St. Marys and Minster, Ohio, (5) hetween Sidney, and Piqua, Ohio, from Sidney over U.S. Highway 25 (Interstate Highway 75) to Piqua, and return over the same route, serving no intermediate points, (6) between Sidney, and Lima, Ohio, from Sidney, over U.S. Highway 25 (Interstate Highway 75), to Lima, Ohio, and return over the same route, serving the intermediate point of Wapakoneta, Ohio, (7) between Lima, and Celina, Ohio, from Lima, over U.S. Highway 25 (Interstate Highway 75), to the

junction of U.S. Highway 33.

Thence over U.S. Highway 33 to the junction of Ohio Highway 29 to St. Marys, Ohio, thence over Ohio Highway 29 to Celina, and return over the same route, serving the intermediate point of St. Marys, Ohio, (8) between Sidney, and Union City, Ohio-Ind., from Sidney, over Ohio Highway 47 to Union City, and return over the same route, serving no intermediate points, (9) between Celina, and Union City, Ohio-Ind., from Celina, over U.S. Highway 127 to junction of Ohio Highway 47, thence over Ohio Highway 47 to Union City, and return over the same route, serving no intermediate points, (10) between Sidney and Bath, Ohio, from Sidney over U.S. Highway 25 (Interstate Highway 75), to the junction of U.S. Highway 224 at Findlay, Ohio, thence over U.S. Highway 224, to the junction of Ohio Highway 18 at Tiffin. Ohio, thence over Ohio Highway 18 to the junction of U.S. Highway 20 at Bellevue, Ohio, thence over U.S. Highway 20 to the junction of Ohio Highway 10, thence over Ohio Highway 10, to Cleveland, Ohio, thence from Cleveland, over U.S. Highway 21 to Bath, and return over the same route, serving the intermediate point of Cleveland, and points on U.S. Highway 21 between Cleveland and Bath, (11) between Sidney and Toledo, Ohio, from Sidney over U.S. Highway 25 (Interstate Highway 75) to Toledo, and return over the same route, serving the intermediate points of Wapakoneta, and Lima, Ohio, (12) between Sidney and Dayton, Ohio, from Sidney, over U.S. Highway 25 (Interstate Highway 75), to Dayton, and return over the same route, serving the intermediate point of Piqua, Ohio, (13) between Sidney, and Cincinnati, Ohio, from Sidney, over U.S. Highway 25 (Interstate Highway 75) to Cincinnati, and return over the same route, serving the intermediate point of Piqua, Ohio, and (14) between Sidney, and Columbus, Ohio, from Sidney, over U.S. Highway 25 (Interstate Highway 75), to the junction of U.S. Highway 36, thence over U.S. Highway 36 to the junction of Ohio Highway 29 at Urbana, Ohio, thence over Ohio Highway 29 to the junction of U.S. Highway 40, thence over U.S. Highway 40 to Columbus, and return over the same route, serving the intermediate point of

Piqua, Ohio. RESTRICTION: All service over the above described routes limited to traffic received or delivered at points of service described in routes (1) through (9) above, such points of service being Sidney, Bellefontaine, DeGraff, Quincy, Lakeview, Jackson Center, Ohio City, Celina, St. Marys, Rockford, Wapakoneta, Minster, Piqua, and Lima, Ohio, also, Union City, located in both Ohio and Indiana.

Note: Applicant states it "seeks no duplicating authority and will cancel the registrations of its Ohio Certificates under the second proviso to the extent necessary." The purpose of the republication is solely for the purpose of correcting original publication with respect to the intermediate points as proposed in connection with Routes (8), (9), (10), (11), (12), (13), and (14). If a hearing is deemed necessary, applicant requests it be held at Columbus, Ohio.

No. MC 101075 (Sub-No. 90) (AMEND-MENT), filed August 6, 1964, published FEDERAL REGISTER, issue of August 19, 1964, and republished as amended this issue. Applicant: TRANSPORT, INC., 1215 Center Avenue, Moorhead, Minn. Applicant's attorney: Ronald B. Pitsenbarger, 1215 Center Avenue, Moorhead, Minn. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Petroleum and petroleum products, in bulk, from-Jamestown, N. Dak., and points within fifteen (15) miles thereof (except from the site of the pipeline terminal of Standard Oil Company of Indiana approximately twelve (12) miles west of Jamestown, N. Dak., on U.S. Highway 10) to points in Minnesota, South Dakota, Montana, and ports of entry on the international boundary line between the United States and Canada located in North Dakota and empty containers or other such incidental facilities used in transporting the above commodities on

Note: The purpose of this republication is to increase the radius of origin and as a result excluding certain presently held authority. Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Minneapolis, Minn.

No. MC 103378 (Sub-No. 295), filed August 17, 1964. Applicant: PETRO-LEUM CARRIER CORPORATION, 369 Margaret Street, Jacksonville, Fla. Applicant's attorney: Martin Sack, Jr., Atlantic National Bank Building, Jacksonville, Fla., 32202. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Cement, in bulk and in bags, from Atlanta, Ga., and points within 15 miles thereof, to points in Alabama.

Note: If a hearing is deemed necessary, applicant requests it be held at Jacksonville,

No. MC 103435 (Sub-No. 152), filed August 14, 1964. Applicant: UNITED-BUCKINGHAM FREIGHT LINES, 915 East Springfield Avenue, Spokane, Wash. Applicant's representative: J. Maurice Andren, Post Office Box 1631, Rapid City, S. Dak. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Meats, meat products, meat byproducts, dairy products and articles distributed by meat

packinghouses (other than commodities in bulk in tank vehicles), between Cherokee, Iowa, and points in Minnesota, Wisconsin, Illinois, Missouri, and Kansas.

Note: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 103880 (Sub-No. 319), filed August 14, 1964. Applicant: PRODUC-ERS TRANSPORT, INC., 244 Buffalo Street, New Buffalo, Mich. Applicant's attorney: Vernon L. Stouffer, LeVeque Lincoln' Tower, Columbus, Ohio. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Anhydrous ammonia, in bulk, in tank vehicles, from the plant site of Phillips Petroleum Company at or near North Bend, Ohio, to points in Indiana, Kentucky, and Michigan, and rejected shipments-on return. If a hearing is deemed necessary, applicant requests it be held at Columbus, Ohio.

No. MC 103880 (Sub-No. 320), filed August 17, 1964. Applicant: PRODUC-ERS TRANSPORT, INC., 215 East Waterloo Road, Akron, Ohio. Applicant's attorney: David Axelrod, 39 South La Salle Street, Chicago 3, Ill. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Lubricating oil, in bulk, in tank vehicles, from Princeton, La., to points in Missouri and Illinois.

Note: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 107107 (Sub-No. 318), filed August 13, 1964. Applicant: ALTERMAN TRANSPORT LINES, INC., Post Office Box 65, Allapattah Station, Miami, Fla., 33142. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Meats, meat products and meat byproducts, as defined by the Commission, from Amarillo, Tex., to points in Connecticut, Delaware, Maryland, Massachusetts, New Jersey, New York, Pennsylvania, Rhode Island, Virginia, and the District of Columbia.

Note: If a hearing is deemed necessary, applicant requests it be held at Amarillo or Dallas, Tex.

No. MC 107403 (Sub-No. 570), filed August 13, 1964. Applicant: MATLACK, INC., 10 West Baltimore Avenue, Lansdowne, Pa. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Anhydrous ammonia, in bulk, in tank vehicles, from the plant site of Phillips Petroleum Company located at or near North Bend, Ohio, to points in Indiana, Kentucky, and Michigan.

Note: If a hearing is deemed necessary, applicant requests it be held at Columbus, Ohio.

No. MC 107403 (Sub-No. 571), filed August 17, 1964. Applicant: MATLACK, INC., 10 West Baltimore Avenue, Lansdowne, Pa. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Petroleum and petroleum products (except acids and chemicals), in bulk, in tank vehicles, from Jacksonville, N.J., to points in Delaware, New York, and Pennsylvania.

Note: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 107839 (Sub-No. 60), filed August 14, 1964. Applicant: DENVER-ALBUQUERQUE MOTOR TRANSPORT, INC., 5135 York Street, Denver, Colo. Applicant's attorney: Marion F. Jones, Suite 526, Denham Building, Denver, Colo., 80202. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Dairy products, chilled and frozen bakery products, frozen fruits, frozen vegetables, frozen berries, frozen french fries, frozen pizza and pizza pie ingredients, between points in Colorado, on the one hand, and, on the other, points in Oklahoma, Texas, and New Mexico.

Note: If a hearing is deemed necessary, applicant requests it be held at Denver, Colo.

No. MC 107871 (Sub-No. 31), filed August 13, 1964. Applicant: BONDED FREIGHTWAYS, INC., 441 Kirkpatrick Street West, Post Office Box 1012, Syracuse, N.Y. Applicant's attorney: Herbert M. Canter, Mezzanine, Warren Parking Center, 345 South Warren Street, Syracuse, N.Y., 13202. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Liquid chemicals, in bulk, from the plantsites of the Allied Chemical Corporation at or near Syracuse, N.Y., to points in Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, and Vermont.

Note: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 110525 (Sub-No. 673), filed August 12, 1964. Applicant: CHEMICAL LEAMAN TANK LINES, INC., 420 East Lancaster Avenue, Downingtown, Pa. Applicant's attorneys: Leonard A. Jaskiewicz, 1155 15th Street NW., Madison Building, Washington, D.C., 20005; and Edwin H. van Deusen, 520 East Lancaster Avenue, Downingtown, Pa. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Liquid chemicals, in bulk, in tank vehicles, from the plantsites of the Allied Chemical Corporation, at or near Syracuse, N.Y., to points in Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, and Vermont.

Note: Applicant does not specify place of hearing.

No. MC 112582 (Sub-No. 24), filed August 11, 1964. Applicant: T. M. ZIM-MERMAN COMPANY, a corporation, 227 West Commerce Street, Chambersburg, Pa. Applicant's attorney: John M. Musselman, 400 North Third Street, Post Office Box 46, Harrisburg, Pa. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Frozen foods, from the plant site and cold storage warehouses utilized by the Pet Milk Company located at Allentown, Pc., to points in Connecticut, Delaware, District of Columbia, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, North Carolina, Ohio, Rhode Island, South Carolina, Vermont, Virginia, and West Virginia, and empty containers or other such incidental faing the commodities specified, on re-

Note: Applicant states the proposed service is restricted to service which will be "rendered only in the pickup of partial loads at the plant site of the Pet Milk Company at Allentown, Pa., for handling with other shipments of the shipper transported by applicant to the extent of its authority for the transportation of frozen foods from Chambersburg, Pa., and points in Pennsylvania within 25 miles of Chambersburg to points in Connecticut, Delaware, District of Columbia, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, North Carolina, Ohio, Rhode Island, South Carolina, Vermont, Virginia, and West Virginia."

If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 112750 (Sub-No. 205), filed August 13, 1964. Applicant: ARMORED CARRIER CORPORATION, 222-17 Northern Boulevard, Bayside, N.Y. Applicant's attorney: Russell S. Bernhard, 1625 K Street NW., Washington, D.C., 20006. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: Exposed and processed film and prints, complimentary replacement film, incidental dealer handling supplies consisting of labels, envelopes and packaging materials, and advertising literature moved therewith (excluding motion picture film used primarily for commercial theatre and television exhibition) (a) between Philadelphia, Pa., on the one hand, and, on the other, White Plains, N.Y., and (b) between Washington, D.C., on the one hand, and, on the other, New York, N.Y.

Note: Applicant is also authorized to operate as a common carrier under temporary authority in No. MC 111729 and subs thereunder, therefore, dual operations may be involved. If a hearing is deemed necessary. applicant requests it be held at Washington,

No. MC 112989 (Sub-No. 6), filed August 17, 1964. Applicant: JOHNSON TRUCK SERVICE, INC., Post Office Box 668, Coos Bay, Oreg. Applicant's attorney: Norman E. Sutherland, 1200 Jackson Tower, Portland, Oreg., 97205. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Wood chips, sawdust, wood shavings, hog fuel, bark, and wood waste, from points in Coos, Curry, Douglas, and Lane Counties, Oreg., to Coos Bay, Oreg.

Note: If a hearing is deemed necessary, applicant requests it be held at Portland, Oreg.

No. MC 113325 (Sub-No. 27), filed August 12, 1964. Applicant: SLAY TRANSPORTATION CO., INC., 2001 South Seventh Street, St. Louis, Mo. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Chemicals, in bulk, in tank vehicles, from Cadet, Mo., and points within ten (10) miles thereof, to points in Alabama, Arkansas, California, Colorado, Delaware, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maryland, Massachusetts, Michigan, Minnesota, New Jersey, New York, North Carolina, Ohio, Oklahoma, Oregon, Pennsylvania, South Carolina, Tennessee, Texas, Utah, Vir-

cilities (not specified), used in transport- ginia, Washington, West Virginia, and Authority sought to operate as a com-Wisconsin.

Note: If a hearing is deemed necessary, applicant requests it be held at St. Louis,

No. MC 113325 (Sub-No. 28), filed August 17, 1964. Applicant: SLAY TRANSPORTATION CO., INC., 2001 South Seventh Street, St. Louis, Mo. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Chemicals. in bulk, in tank vehicles, from Tri City Regional Port Complex, located north of Granite City, Ill., to points in the United States (except Alaska and Hawaii).

Note: If a hearing is deemed necessary, applicant requests it be held at St. Louis.

No. MC 113678 (Sub-No. 73) (AMEND-MENT), filed May 5, 1964, published in Federal Register, issue of May 20, 1964, amended July 29, 1964, and republished as amended this issue. Applicant: CURTIS, INC., 770 East 51st Avenue, Denver, Colo. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Fresh, frozen and canned fruits and berries, and frozen foods, from points in Michigan to points in Arizona, New Mexico, Colorado, Missouri, Nebraska, and Oklahoma.

Note: The purpose of this republication is to add frozen foods to the commodity description. If a hearing is deemed necessary, applicant requests it be held at Denver,

No. MC 114045 (Sub-No. 159), filed August 17, 1964. Applicant: TRANS-COLD EXPRESS, INC., Post Office Box 5842, Dallas, Tex. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Meat, meat products and meat byproducts, in vehicles equipped with mechanical refrigeration, from Amarillo, Tex., Roswell, N. Mex., and Hernando, Miss., to points in Connecticut, Delaware. Kentucky, Maine, Maryland, Massachusetts, New Jersey, New Hampshire, New York, Ohio, Pennsylvania, Rhode Island, Vermont, Virginia, West Virginia, and Washington, D.C.

Note: If a hearing is deemed necessary, applicant requests it be held at Dallas, Tex.

No. MC 114194 (Sub-No. 76), filed August 12, 1964. Applicant: KREIDER TRUCK SERVICE, INC., 8003 Collinsville Road, East St. Louis, Ill. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes. transporting: Yeast and blends and derivatives thereof, in bulk, from Belleville, Ill., and points within ten (10) miles thereof, to points in the United States (except Alaska and Hawaii), and rejected shipments, on return.

Note: If 'a hearing is deemed necessary, applicant requests it be held at St. Louis,

No. MC 114211 (Sub-No. 62), filed August 13, 1964. Applicant: WARREN TRANSPORT, INC., Post Office Box 420, Waterloo, Black Hawk County, Iowa. Applicant's attorney: Charles W. Singer, 33 North La Salle Street, Chicago 2, Ill.

mon carrier, by motor vehicle, over irregular routes, transporting: Farm equipment, agricultural machinery, agricultural implements, contractors equipment, and electric generators, and generator sets, and attachments and parts for the above commodities, when moving incidental to and in the same vehicle with said commodities, from Newton, Iowa, to points in the United States except Alaska and Hawaii.

Note: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 114312 (Sub-oN. 8) (AMEND-MENT), filed July 24, 1964, published FEDERAL REGISTER, issue of August 12, 1964, amended August 19, 1964, and republished as amended, this issue. Applicant: WILLIAM F. ABBOTT, doing business as BILL ABBOTT GRAIN CO., 1071/2 Main Street Rear, Delta, Ohio. Applicant's attorney: Paul F. Beery, 44 East Broad Street, Columbus 15, Ohio. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Dry fertilizer, dry fertilizer materials and dry fertilizer ingredients, from Millersville, Toledo, Silica and Woodville, Ohio to points in Indiana, and damaged and rejected shipments on return.

Note: The purpose of this republication is to add "Silica, Ohio" as an origin point. If a hearing is deemed necessary, applicant requests it be held at Columbus, Ohio.

No. MC 114969 (Sub-No. 20), filed August 12, 1964. Applicant: PROPANE TRANSPORT, INC., 27 Water Street, Milford, Ohio. Applicant's attorney: Vernon L. Stouffer, LeVeque Lincoln Tower, Columbus 15, Ohio. Authority sought to operate as a common carrier. by motor vehicle, over irregular routes. transporting: Anhydrous ammonia, in bulk, in tank vehicles, from the plant site of Phillips Petroleum Company at or near North Bend, Ohio, to points in Indiana. Kentucky and Michigan, and rejected shipments, on return.

Note: If a hearing is deemed necessary, applicant requests it be held at Columbus, Ohio.

No. MC 115162 (Sub-No. 96), filed August 12, 1964. Applicant: WALTER POOLE, doing business as POOLE TRUCK LINE, Post Office Box 346, Evergreen, Ala. Applicant's representative: Robert E. Tate, Traffic Building, 2031 Ninth Avenue South, Birmingham, Ala., 35205. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Cast iron pipe, fittings, valves, and fire hydrants, from Coshocton, Ohio, to points in Kentucky, Tennessee, Georgia, Florida, Alabama, Mississippi, Louisiana, Arkansas, North Carolina, and South Carolina.

Note: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 115491 (Sub-No. 48), filed August 14, 1964. Applicant: COMMERCIAL CARRIER CORPORATION, 502 East Bridgers Avenue, Auburndale, Fla. Applicant's attorney: M. Craig Massey, 223 South Florida Avenue, Drawer J, Lakeland, Fla., 33802. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) Frozen fruit products, citrus products, not canned and not frozen, frozen foods, fresh fruits and fresh vegetables, in mixed loads, with canned goods, from points in Florida to points in Ohio, Indiana, Illinois and the upper Peninsula of Michigan, and (2) canned goods, from points in Florida to points in Ohio, Indiana, Illinois, Wisconsin, and Michigan.

Note: If a hearing is deemed necessary, applicant requests it be held at Tampa, Fla.

No. MC 115967 (Sub-No. 3), filed August 7, 1964. Applicant: WILLIE T. HIRES, 8211 Sycamore, Highland, Ind. Applicant's representative: George S. Mullins, 4704 West Irving Park Road, Chicago 41, Ill. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: Dairy products, yogurt, fruit juices and ice cream, from the plant site of the Borden Company at or near Woodstock, Ill., to Hammond, Hobart and Hebron, Ind., and empty containers of other such incidental facilities (not specified) used in transporting the above described commodities, on return.

Note: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 116063 (Sub-No. 47), filed August 11, 1964. Applicant: WESTERN TRANSPORT CO., INC., 2400 Cold Springs Road, Fort Worth, Tex. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Animal fats and animal oils, in bulk, in tank vehicles, from the plant site of Wilson & Company at or near Cherokee, Iowa, to points in Arkansas, Connecticut, Delaware, Illinois, Indiana, Kansas, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Missouri, Nebraska, New Hampshire, New Jersey, New York, North Dakota, Ohio, Oklahoma, Pennsylvania, Rhode Island, South Dakota, Tennessee, Texas, Vermont, Virginia, West Virginia, Wisconsin, and the District of Columbia.

Note: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 116063 (Sub-No. 48), filed August 17, 1964. Applicant: WESTERN TRANSPORT CO., INC., 2400 Cold Springs Road, Fort Worth, Tex. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Potash, from points in Lea and Eddy Counties, N. Mex., to points in Oklahoma.

Note: If a hearing is deemed necessary, applicant requests it be held at Oklahoma City, Okla.

No. MC 117119 (Sub-No. 168), filed August 17, 1964. Applicant: WILLIS SHAW FROZEN EXPRESS, INC., Elms Springs, Ark. Applicant's attorney: John H. Joyce, 26 North College, Fayetteville, Ark. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Frozen foods, from Okmulgee, Okla., to points in Oregon and Washington.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Oklahoma City, Okla.

No. MC 117344 (Sub-No. 136), filed August 17, 1964. Applicant: THE MAX-WELL CO., 10380 Evendale Drive, Cincinnati, Ohio. Applicant's attorney: James R. Stiverson, 50 West Broad Street, Columbus, Ohio. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Chemicals, in bulk, in tank vehicles, from Columbus, Ohio, to points in Kentucky and Tennessee.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Columbus, Ohio.

No. MC 117344 (Sub-No. 137), filed August 17, 1964. Applicant: THE MAX-WELL CO., 10380 Evendale Drive, Cincinnati 15, Ohio. Applicant's attorneys: James T. Stiverson and Herbert Baker, 50 West Broad Street, Columbus 15, Ohio. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Chemicals, in bulk, in tank vehicles, from Columbus, Ohio, to points in Minnesota.

Note: If a hearing is deemed necessary, applicant requests it be held at Columbus, Ohio.

No. MC 117815 (Sub-No. 26), filed August 14, 1964. Applicant: PULLEY FREIGHT LINES, INC., 2341 Easton Boulevard, Des Moines, Iowa, 50317. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Frozen foods, from LaPorte, Ind., to points in Illinois, Iowa, Kansas, the upper peninsula of Michigan, Minnesota, Missouri, Nebraska, and Wisconsin.

Note: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 118196 (Sub-No. 23) (COR-RECTION), filed August 3, 1964, published Federal Register issue, August 19, 1964, and republished as corrected this issue. Applicant: RAYE AND COMPANY TRANSPORTS, INC., Post Office Box 613, Carthage, Mo. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Food and foodstuffs requiring refrigeration, from points in Wisconsin, to points in California, Arizona, New Mexico, Washington, Nevada, Utah, Idaho, Wyoming, Montana, Colorado, Oregon, Kansas, Texas, and Carthage, Mo.

Note: The purpose of this republication is to add Wyoming to the destination states, inadvertently omitted in previous publication. If a hearing is deemed necessary, applicant requests it be held at Kansas City, Mo.

No. MC 119777 (Sub-No. 28) filed August 17, 1964. Applicant: LIGON SPECIALIZED HAULER, INC., Madisonville, Ky. Applicant's attorney: Robert M. Pearce, 221 Saint Clair, Frankfort, Ky. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Fixtures, parts, accessories, materials and supplies used in the manufacture of furniture, including, but not limited to swivels, turntables, tilting fixtures, revolving fixtures, turntable fixtures, blanks, stampings, unfinished shapes, hinges, braces, screws, and fastening devices, between

Simpsonville, Ky., on the one hand, and, on the other, points in Arkansas, California, Florida, Iowa, Massachusetts, Mississippi, Nebraska, New York, North Carolina, Ohio, Oregon, Tennessee, Texas, Virginia, Washington, and Wisconsin, and the international boundary line between the United States and Canada, through the ports of entry located at Detroit, Mich., and Niagara Falls, N.Y.

Note: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 119778 (Sub-No. 72) filed August 13, 1964. Applicant: REDWING CARRIERS, INC., Post Office Box 34, Powderly Station, Birmingham, Ala. Applicant's attorney: J. Douglas Harris, 410–411 Bell Building, Montgomery, Ala. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Fertilizer, regular footness, transporting: Fertilizer, within twenty (20) miles thereof, to points in Alabama, Florida, and Georgia.

Note: Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Montgomery, Ala.

No. MC 124083 (Sub-No. 17) filed August 12, 1964. Applicant: SKINNER MOTOR EXPRESS, INC., 6341 West Minnesota Street, Indianapolis, Ind. Applicant's attorney: David. L. Millen, 108 East Washington Street, Indianapolis 4, Ind. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Salt, from Jeffersonville, New Albany, and Newburg, Ind., and points in Vanderburgh County, Ind., to points in Indiana, Kentucky, and Illinois and empty containers or other such incidental facilities (not specified) used in transporting the above commodity on return.

Note: If a hearing is deemed necessary, applicant requests it be held at Indianapolis, Ind.

No. MC 124083 (Sub-No. 18) filed August 12, 1964. Applicant: SKINNER MOTOR EXPRESS, INC., 6341 Minnesota Street, Indianapolis, Ind. Applicant's attorney: David L. Millen, 108 East Washington Street, 11th Floor, Indianapolis 4, Ind. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Broken glass, and glass cullett, and empty containers or other such incidental facilities (not specified) used in transporting the commodities specified above, between points in Indiana, Kentucky, and Ohio.

Note: If a hearing is deemed necessary, applicant requests it be held at Indianapolis, Ind.

No. MC 124429 (Sub-No. 4), filed August 17, 1964. Applicant: SULLIVAN CONSTRUCTION AND RIGGING CO., INC., 146 West Main Street, Watertown, N.Y. Applicant's representative: Charles H. Trayford, 220 East 42d Street, New York 17, N.Y. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) Commodities, the transportation of which, because of size or weight, requires the use of special equipment, and

of related machinery parts and related contractors' material and supplies when their transportation is incidental to the transportation of commodities which, by reason of size or weight, require special equipment, between points in Lewis, Clinton, St. Lawrence, Jefferson, and Franklin Counties, N.Y., on the one hand, and, on the other, points in Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, Delaware, Maryland, Virginia, Michigan, the District of Columbia, Indiana, Illinois, Wisconsin, West Virginia, Kentucky, and Ohio, and (2) snow and ice removal equipment and snow and ice control equipment, from Watertown, N.Y., to points in Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, Delaware, Maryland, Virginia, Michigan, the District of Columbia, Indiana, Illinois, Wisconsin, West Virginia, Kentucky, and Ohio.

Note: If a hearing is deemed necessary, applicant requests it be held at Syracuse, N.Y.

No. MC 124796 (Sub-No. 11), filed August 14, 1964. Applicant: CONTINEN-TAL CONTRACT CARRIER CORP., 7236 East Slauson, Los Angeles, Calif. Applicant's attorney: J. Max Harding, Box 2028, Lincoln, Nebr., 68501. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: Auto parts and accessories, automotive jacks, cranes not self-propelled, hand tools, electric tools, pneumatic tools, advertising matter, premiums, racks and display cases, and signs, (1) between Racine, Wis., Jackson, Mich., Batavia, Ill., Aberdeen and Holly Springs, Miss., Mason City and Lake Mills, Iowa, and (2) from Racine, Wis., Jackson, Mich., Batavia, Ill., Aberdeen and Holly Springs, Miss., Mason City and Lake Mills, Iowa, to points in Arizona, California, Oregon, Washington, Idaho, Montana, Utah, Nevada, New Mexico, Colorado, and El Paso, Tex.

Note: Applicant states that the proposed operation will be under continuing contract with the Walker Manufacturing Corporation, Racine, Wis., and that it proposes transport exempt commodities on return trips. If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 124834 (Sub-No. 1), filed August 12, 1964. Applicant: COFFEE TRANSPORT CORPORATION, 345 Butler Street, Brooklyn, N.Y. Applicant's representative: George A. Olsen, 69 Tonnele Avenue, Jersey City, N.J., 07306. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: Coffee and tea, between points in the New York, N.Y., commercial zone, as defined by the Commission, on the one hand, and, on the other, Camden, N.J.

Note: Applicant states that the proposed operation will be under a continuing contract with Chock Full O'Nuts Corp., Brooklyn, N.Y. If a hearing is deemed necessary, applicant requests it be held at New York, N.Y., or Washington, D.C.

No. MC 124951 (Sub-No. 5), filed August 17, 1964. Applicant: WATHEN TRANSPORT, INC., Post Office Box 237, Henderson, Ky. Applicant's attorney: Robert M. Pearce, 221 Saint Clair, Frankfort, Ky. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Fertilizer, ammonium nitrate, urea fertilizer, and urea feed, from Henderson, Stanley, and Owensboro, Ky., and Evansville, Ind., to points in Alabama, Arkansas, Georgia, Illinois, Indiana, Iowa, Kentucky, Michigan, Mississippi, Missouri, Ohio, Tennessee, and Wisconsin.

Note: Applicant is also authorized to conduct operations as a contract carrier in permit No. MC-119309, therefore dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C., or Louisville, Ky.

No. MC 125167 (Sub-No. 6) filed August 14, 1964. Applicant: RAY MOORE, doing business as MOORE TRUCKING CO., Post Office Box 436, Morehead, Ky. Applicant's attorney: Ben K. Wilmot, Republic Building, 5th and Walnut Streets, Louisville 2, Ky. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Mixed fertilizer and the component raw materials thereof, such as, but not limited to, muriate of potash, sulphate of potash, ammonia nitrate, agrinite, (except such commodity or commodities in liquid bulk in tank vehicles), between Cincinnati, Ohio, on the one hand, and, on the other, points in West Virginia.

Note: Applicant is also authorized to conduct operations as a contract carrier in Permit No. MC 119915 and subs thereunder, therefore dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Louisville, Ky.

No. MC 125420 (Sub-No. 6), filed August 14, 1964. Applicant: MERCURY TANKLINES LIMITED, 627 8th Avenue SW., Post Office Box 71, Postal Station A, Calgary, Alberta, Canada. Applicant's attorney: J. F. Meglen, 204–205 Behner Building, 2822 3d Avenue North, Billings, Mont., 59101. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: Alcoholic beverages, in bulk, in tank vehicles, from ports of entry on the international boundary line between the United States and Canada, at or near Detroit, Mich., Buffalo and Ogdensburg, N.Y., and Blaine, Wash., to Owensboro, Ky., and Pekin, Ill., and rejected or contaminated shipments, on return.

Note: Applicant states the above proposed transportation service will (1) involve traffic originating at Berthierville, Quebec, and Vancouver, British Columbia, Canada, and (2) be performed for the account of Melchers Distillery Limited, of Montreal, Quebec, Canada. If a hearing is deemed necessary, applicant requests it be held at Billings, Mont.

No. MC 125777 (Sub-No. 18), filed August 14, 1964. Applicant: JACK GRAY TRANSPORT, INC., 3200 Gibson Transfer Road, Hammond, Ind. Applicant's attorney: David Axelrod, 39 South LaSalle Street, Chicago 3, Ill. Authority sought to operate as a common carrier, by motor vehicle, over ir-

regular routes, transporting: (1) Pig iron and ferro alloys, in bulk, in dump vehicles, from Keokuk, Iowa, to points in Minnesota, Wisconsin, Illinois, Indiana, Michigan, Ohio, Kentucky, and Missouri, and (2) scrap iron, in bulk, in dump vehicles, from points in Minnesota, Wisconsin, Illinois, Indiana, Michigan, Ohio, Kentucky, and Missouri to Keokuk, Iowa.

Note: If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 125634 (Sub-No. 2) filed August 14, 1964. Applicant: TOLEDO PIPE TRANSPORT, INC., Post Office Box 96, Sylvania, Ohio. Applicant's attorney: Edw. G. Bazelon, 39 South La Salle Street, Chicago 3, Ill. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Concrete pipe, reinforced concrete pipe, concrete pipe parts and fittings, manhole rings, precast manholes, catch basins, joint compounds (except in bulk, in tank vehicles) and concrete drain tile and parts, from Silica (Sylvania Township), Ohio, to points in Lenawee, Monroe and Hillsdale Counties, Mich., and Steuben County, Ind.

Note: If a hearing is demed necessary, applicant requests it be held at Toledo, Ohio, or Detroit, Mich.

No. MC 125722 (Sub-No. 4), filed August 12, 1964. Applicant: GR EAT WESTERN PACKERS EXPRESS, INC., Post Office Box 16886, Denver, Colo. Applicant's attorney: Charles W. Singer, 33 North LaSalle Street, Suite 3600, Chicago 2, Ill. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Meats, packing house products, and commodities used by packinghouses as described in Sections A, C and D to Appendix I to the report in Descriptions in Motor Carrier Certificates, 61 M.C.C. 209, and dairy products, from Denver, Colo., to points in California.

Note: If a hearing is deemed necessary, applicant requests it be held at Denver, Colo.

No. MC 126327 (Sub-No. 1), filed August 12, 1964. Applicant: GERALD SMITH AND JACK COLLIE, a partnership, doing business as C & S TRUCK-ING, 4613 191st Street, Torrance, Calif. Applicant's attorney: A. Michael Bernstein, 1327 Guaranty Bank Building, Phoenix, Ariz. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Bakery products, between points in Arizona and points in Los Angeles, Orange, San Bernardino, San Diego, and Riverside Counties, Calif.

Note: If a hearing is deemed necessary, applicant requests it be held at Phoenix, Ariz.

No. MC 126387, filed July 2, 1964. Applicant: ROBERT C. BROWN AND ARLETTE I, BROWN, a partnership, doing business as SOUTH TAHOE MOVING & STORAGE, Box 893, Tahoe Valley, Calif. Applicant's attorney: Irma M. Lang, Nevada Drug Building, Highway 50 at Kingsbury Grade, Stateline, Nev. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Household goods and office equipment (as defined by the Commission) and empty containers or

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other such incidental facilities (not specified) used in transporting the above-specified commodities, (1) between points in Placer and Eldorado Counties, Calif. within a five (5) mile radius of Lake Tahoe, Calif. and points in Douglas, Ormsby, and Washoe Counties, Nev. within a five (5) mile radius of Lake Tahoe, and (2) between points in Placer and Eldorado Counties, Calif., within a five (5) mile radius of Lake Tahoe, Calif., on the one hand, and, on the other, Carson City, Reno and Minden, Nev.

Note: If a hearing is deemed necessary, applicant requests it be held at Carson City, Nev.

No. MC 126413 (Sub-No. 1), filed August 7, 1964. Applicant: AUDREY N. McGUFFEY, doing business as A. N. McGUFFEY, 610 East Locust Street, Scottsville, Ky. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: Lumber and ties, from yards or sawmills operated by or for the Kentucky Tie and Lumber Company at or near Hatfield and Marengo, Ind.; Bowling Green, Columbia, and Liberty, Ky.; and Westmoreland, Tenn.; to Cookeville, McMinnville, Nashville, and Tullahoma, Tenn.; Huntingburg, Jasper, Paoli, Salem, and Tell City, Ind.; points in Clark, Floyd, and Marion Counties, Ind.; and points in Kentucky east of a line beginning at the Kentucky-Tennessee State line near Fort Campbell, Ky., and extending along U.S. Highway 41A to the Kentucky-Indiana State line near Henderson, Ky., and west of a line beginning at junction of U.S. Highway 42 and Interstate Highway 75 near Florence, Ky., and extending along Interstate Highway 75 to the Kentucky-Tennessee State line near Jellico, Tenn.

Note: If a hearing is deemed necessary, applicant requests it be held at Louisville, Kv.

No. MC 126443, filed July 24, 1964. Applicant: BELVIE LEE PRICE, doing business as PRICE MOVING SERVICE, 1042 North Oakwood Street, Gastonia, N.C. Applicant's attorney: Frank P. Cooke, 313 South Street, Gastonia, N.C. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Household goods as defined by the Commission, and empty containers or other incidental facilities (not specified) used in transporting the above described commodities, between points in North Carolina, on the one hand, and, on the other, points in South Carolina, Georgia, Florida, Tennessee, Virginia, and Alabama.

Note: If a hearing is deemed necessary, applicant requests it be held at Charlotte, N.C.

No. MC 126445, filed July 27, 1964. Applicant: LOREN F. BREWER, doing business as BREWER TRUCKING, West First, Big Timber, Mont. Applicant's attorney: O. J. Paulson, Post Office Box 1007, Big Timber, Mont. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: Lumber, nails, roofing and building materials, between points in Montana, on the one hand, and, on the

other, points in Colorado, Idaho, Minnesota, North Dakota, South Dakota, and Wyoming.

Note: If a hearing is deemed necessary, applicant requests it be held at Billings, Mont.

No. MC 126483 (Sub-No. 1) filed August 12, 1964. Applicant: ED STORTZ AND EDWIN STORTZ, a partnership, doing business as HIGHWAY FUEL COMPANY, 2390 Fairgrounds Road, Salem, Oreg. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: Wood chips, from Silverton, Oreg., to Longview, Wash., and empty containers or other such incidental facilities (not specified) used in transporting the above-specified commodities, on return.

Note: If a hearing is deemed necessary, applicant requests it be held at Salem, Oreg.

No. MC 126485, filed August 12, 1964. Applicant: WILLIAM F. McINTIRE and JOSEPH McINTIRE, doing business as McINTIRE BROTHERS, a partnership, Rural Route No. 2, Knox, Ind. Applicant's attorney: William J. Guenther, 1212 Fletcher Trust Building, Indianapolis, Ind. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: Milk and milk products, in retail containers, from the plant sites of the Borden Company located at Milwaukee and West Allis, Wis., and Woodstock, Ill., to points in Indiana, on and east of U.S. Highway 35 and on and north of U.S. Highway 24, from U.S. Highway 35 to Huntington, Ind., and on and north of U.S. Highway 224 from Huntington, to the Indiana-Ohio State line, and empty containers or other such incidental facilities (not specified), used in transporting the commodities specified above, on return.

Note: Applicant states the "proposed transportation will be performed under a continuing contract with The Borden Company." If a hearing is deemed necessary, applicant requests it be held at Indianapolis, Ind.

No. MC 126495, filed August 6, 1964. Applicant: STANLEY H. FORREST, doing business as SUBURBAN EXPRESS, 2194 West 14th Avenue, Vancouver, British Columbia, Canada. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: General commodities, including building materials, between ports of entry on the international boundary line between the United States and Canada, at or near Point Roberts, Wash., on the one hand, and, on the other, Point Roberts, Wash.

Note: If a hearing is deemed necessary, applicant requests it be held at Seattle, Wash.

No. MC 126504 filed August 13, 1964. Applicant: BENEDETTO TRUCKING CO., INC., 1345 Dumont Avenue, Brooklyn, N.Y. Applicant's attorney: Arthur J. Piken, 160–16 Jamaica Avenue, Jamaica 32, N.Y. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: (a) Woodenware, stainless steel flatware, enamelware, stoneware, stainless steel holloware, sterling silver flatware,

glassware, textiles (including, but not limited to, tablecloths, napkins and placemats), candles and cast iron candlesticks (top-of-the-table giftware), from the piers in New York Harbor, N.Y., to Great Neck, N.Y., and rejected or refused shipments on return, and (b) artificial flowers and artificial fruit, from the piers in New York Harbor, N.Y., to White Plains, N.Y., and rejected or refused shipments on return.

NOTE: If a hearing is deemed necessary, applicant requests it be held at New York, N.Y.

No. MC 126505 filed August 13, 1964. Applicant: SOL SPIEGEL, doing business as SPIEGEL'S DELIVERY SERV-ICE, 35 Engle Street, Hicksville, N.Y. Applicant's attorney: Arthur J. Piken, 160-16. Jamaica Avenue, Jamaica, N.Y. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: Toys, sporting goods, and prefabricated swimming pools and swimming pool equipment including, but not limited to pool ladders, pool filters, pool skimmers, and swimming pool accessories and supplies from Hicksville, N.Y., to points in Fairfield County, Conn., and points in Sussex, Passaic, Bergen, Warren, Morris, Essex, Hudson, Hunterdon, Somerset, Union, Middlesex, Mercer, and Monmouth Counties, N.J., and empty containers or other such incidental facilities (not specified) used in transporting the above commodities, and returned or rejected shipments, on return.

Note: If a hearing is deemed necessary, applicant requests it be held at New York,

No. MC 126507 filed August 13, 1964. Applicant: MELVIN N. PRIEST, Rural Delivery No. 3, Sewell Post Office, Sewell, N.J. Applicant's attorney: V. Baker Smith, 2107 Fidelity-Philadelphia Trust Building, Philadelphia, Pa., 19109. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Trailers, in initial movements, from Butler, Ohio, to points in the United States, except Alaska and Hawaii.

Note: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 126508 EX filed August 10, 1964. Applicant: ELM CITY TRANS-FER, Box 80, West Peru Street, Princeton, Ill. Applicant's representative: Samuel T. Traynor, 444 South Main Street, Princeton, Ill. A certificate of exemption sought under section 204(a) (4a), Part II, in the conduct of operations as a contract carrier, by motor vehicle, over irregular routes, transporting: Such commodities as are dealt in by wholesale and retail mail-order houses, (1) from Chicago, Ill., to Dixon, Galesburg, Kewanee, Moline, Rock Island, Sterling, Beardstown, Canton, Havana, Macomb, Pekin, Peoria, LaSalle, Ottawa, Pontiac, Princeton, and Streator, Ill., and (2) between Princeton, Ill., on the one hand, and, on the other, points within fifty (50) miles thereof.

Note: If a hearing is deemed necessary, applicant does not specify place to be held.

No. MC 126509 filed August 14, 1964. Applicant: RENE BUSSIERE, doing business as BELLECHASSE TRANS-PORT, ENR., St. Henri de Levis, Quebec, Canada. Applicant's attorneys: Donald J. Bourassa, 116 State Street, Augusta, Maine and Francis E. Barrett, Jr., 182 Forbes Building, Forbes Road (at South Shore Plaza), Braintree 84, Mass. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Lumber, wood laths and wood shingles, from ports of entry on the International Boundary line between the United States and Canada at or near Jackman and Coburn Gore. Maine, Derby Line, Norton Mills, and St. Albans, Vt., and Rouses Point, N.Y., to points in Maine, New Hampshire, Vermont, Massachusetts, Connecticut, Rhode Island, New York, New Jersey, Pennsylvania, and Delaware.

Note: Applicant holds contract carrier authority in MC 123590, therefore dual operations may be involved. Applicant states that by this application it seeks authority to operate as a common carrier which in part duplicates and corresponds to the authority in Permit No. MC 123590 and 123590 Sub 2TA, and will agree to the cancellation of its contract carrier authority if the application in the instant permanent authority as a common carrier is granted. If a hearing is deemed necessary, applicant requests it be held at Augusta, Maine.

No. MC 126510 filed August 14, 1964. Applicant: FERREE MOVING AND STORAGE, INC., 9450 Calumet Avenue, Hammond, Ind. Applicant's attorney: David Axelrod, 39 South La Salle Street, Chicago 3, Ill. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: Mattresses, box springs, dormitory and institutional furniture, and hide-a-beds, from Munster, Ind., to points in the lower peninsula of Michigan on and south of Michigan Highway 72, points in Illinois, points in Ohio on and west of Ohio Highway 13, and on and north of U.S. Highway 50, points in Wisconsin on and south of Wisconsin Highway 29, and points in Iowa on and east of U.S. Highway 69.

Note: Applicant states the proposed operations will be conducted under a continuing contract with the Simmons Bed Company of Munster, Ind. Applicant holds common carrier authority in MC 118696, therefore dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Chicago, III.

No. MC 126512 filed August 12, 1964. Applicant: BROAD TOP SALES AND SERVICE, INC., 11 North Carlisle Street, Greencastle, Pa. Applicant's attorney: James W. Hagar, Commerce Building, Harrisburg, Pa. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Coal, in bulk, in dump vehicles, from points in that portion of Pennsylvania bounded as follows: Beginning at junction U.S. Highway 22 and Pennsylvania Highway 26 along U.S. Highway 22 to junction U.S. Highway 522, thence along U.S. Highway 522 to junction U.S. Highway 30, thence along U.S. Highway 30 to junction Pennsylvania Highway 26, thence along Pennsylvania Highway 26 to the place of beginning, including points on the aforesaid routes, to points in Maryland, New Jersey, Delaware, and the District of Columbia.

Note: If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 126514 filed August 12, 1964. Applicant: HELEN H. SCHAEFFER AND EDWARD P. SCHAEFFER, a partnership, 5200 W. Bethany Home Road, Glendale, Ariz. Applicant's representative: George A. Olsen, 69 Tonnele Avenue, Jersey City, N.J., 07306. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Greeting cards, envelopes, sample albums, trappings and wrappings, from Boston, Springfield, Leominster, and Webster, Mass., Nashua, N.H., North Bennington, Vt., White Plains, Elmira, and New York, N.Y., Pittsburgh and Philadelphia, Pa., Cincinnati, Ohio, and Cicero, Ill., to Los Angeles, Pasadena, and San Francisco, Calif.

Note: Applicant states if this authority is granted, applicant will request cancellation of authority now held in Docket MC 123215. If a hearing is deemed necessary, applicant requests it be held at Boston, Mass., and Los Angeles, Calif.

No. MC 126516, filed August 17, 1964. Applicant: GEORGE K. HALL, doing business as SKYLINE MOTORS, West 15th Street, Beaver Falls, Pa. Applicant's attorney: Russell S. Bernhard, 1625 K Street NW., Washington, D.C. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: General commodities (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), between Greater Pittsburgh Airport, Allegheny County, Pa., on the one hand, and, on the other. East Liverpool and Wellsville, Ohio, and points in Beaver, Butler, and Lawrence Counties, Pa.

Note: If a hearing is deemed necessary, applicant requests it be held at Pittsburgh, Pa.

No. MC 126517 filed August 17, 1964. Applicant: KEITH DANKS, doing business as RED RIVER MOVING & STOR-AGE, U.S. Highway No. 2 West, Grand Forks, N. Dak. Applicant's attorney: Lee F. Brooks, First National Bank Building, Fargo, N. Dak. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Household goods as defined in Practices of Motor Common Carriers of Household Goods, 17 M.C.C. 467. and empty containers or other incidental facilities (not specified) used in transporting the above described commodities, between points in Grand Forks, Walsh, Pembina, Ramsey, Steele, Griggs, Cavalier, and Nelson Counties, N. Dak.

Note: If a hearing is deemed necessary, applicant requests it be held at Fargo, N. Dak.

### MOTOR CARRIERS OF PASSENGERS

No. MC 668 (Sub-No. 88), filed August 13, 1964. Applicant: INTER-CITY TRANSPORTATION CO. INC., 730

Madison Avenue, Paterson, N.J. Applicant's attorney: Edward F. Bowes, 1060 Broad Street, Newark 2, N.J. Authority sought to operate as a common carrier. by motor vehicle, over regular routes. transporting: Passengers and their baggage and express and newspapers in the same vehicle with passengers (1) between Hackensack and Fort Lee. N.J., from the junction of River and Bridge Streets, Hackensack, thence over River Street to the junction of Dock Street, thence over Dock Street to the junction of Interstate 80 Access Road, thence over Interstate 80 Access Road to junction of Interstate 80, thence over Interstate 80 to the junction of Interstate 95, Teaneck, thence over Interstate 95 to George Washington Bridge, Fort Lee, and return over the same route serving all intermediate points except those in Hackensack between the junction of River and Court Streets and the junction of Interstate 80 and Interstate 80 Access Road. (2) between Bogota and Teaneck, N.J. from the junction of Palisade and De-Graw Avenues, Bogota, thence over De-Graw Ave. to the junction of Interstate 95 Access Road, thence over Interstate 95 Access Road to the junction of Interstate 95 in Teaneck, and return over the same route serving no intermediate points except the junction of DeGraw Ave. and Queen Anne Rd.

Note: Operations over the above specified routes restricted to service via the George Washington Bridge with the right to join at junction points. If a hearing is deemed necessary, applicant requests it be held at Newark, N.J.

No. MC 2890 (Sub-No. 40), filed August 17, 1964. Applicant: AMERICAN BUSLINES, INC., 1805 Leavenworth, Omaha, Nebr. Applicant's attorney: R. Y. Schureman, 1010 Wilshire Boulevard, Los Angeles, Calif., 90017. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: Passengers and their baggage, and express, mail, and newspapers, in the same vehicle with passengers, between Santa Ana, Calif., and Riverside, Calif.; from Santa Ana over city streets in contiguous cities of Santa Ana and Tustin to junction California Highway 55 (Newport Freeway) with U.S. Highway 101 (Santa Ana Freeway-Interstate Highway 5) in the City of Tustin, thence over California Highway 55 to junction U.S. Highway 91 near Anaheim, Calif., thence over U.S. Highway 91 to Riverside, and return over the same route, serving all intermediate points.

Note: Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Los Angeles, Calif.

No. MC 3647 (Sub-No. 362) (COR-RECTION) filed July 20, 1964, published FEDERAL REGISTER issue August 12, 1964, amended August 14, 1964, republished August 26, 1964, and corrected August 25, 1964, and republished as corrected this issue. Applicant: PUBLIC SERV-ICE COORDINATED TRANSPORT, a corporation, 180 Boyden Avenue, Maplewood, N.J. Applicant's attorney: Richard Fryling (same as applicant). Authority sought to operate as a common

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carrier, by motor vehicle, over regular routes, transporting: Passengers and their baggage, and express and newspapers, in the same vehicle with passengers, between points in Franklin Township, N.J., (1) from the junction of Easton Avenue (Canal Road) and John F. Kennedy Boulevard, over John F. Kennedy Boulevard to junction of Hamilton Street and return over the same route, serving all intermediate points; (2) from the junction of Easton Avenue (Canal Road) and Franklin Boulevard, over Franklin Boulevard to Highland Avenue, thence over Highland Avenue to Irvington Avenue, thence over Irvington Avenue to Elmwood Street, thence over Elmwood Street to Bloomfield Avenue, thence over Bloomfield Avenue to Appleman Road, thence over Appleman Road to Montrose Road, thence over Montrose Road to Winston Drive, thence over Winston Drive to junction of John F. Kennedy Boulevard, and return over the same route, serving all intermediate points, (3) from the junction of Elmwood Street and Bloomfield Avenue, over Bloomfield Avenue to junction of Easton Avenue (Canal Road) and return over the same route, serving all intermediate points, and (4) from New Brunswick over Hamilton Street to junction John F. Kennedy Boulevard and return over the same route, serving all intermediate

Note: Applicant states "that the above routes will be tacked to existing routes." The purpose of this republication is to include routes (3) and (4) as shown above, to that as shown in previous publication. If a hearing is deemed necessary, applicant requests it be held at Newark, N.J.

No. MC 107583 (Sub-No. 29) filed August 12, 1964. Applicant: SALEM TRANSPORTATION CO., INC., 113 West 42d Street, Suite 1004, New York, N.Y., 10036. Applicant's attorney: George H. Rosen, 291 Broadway, New York 7, N.Y. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Passengers and their baggage, in the same vehicles with passengers, in special operations, limited to the transportation of not more than eleven (11) passengers in any one vehicle, not including the driver thereof, between Wilmington, Del., Philadelphia, Pa., and points in the Philadelphia, Pa., commercial zone as defined by the Commission, and points in Bucks, Montgomery, Chester and Delaware Counties, Pa., on the one hand, and, on the other, water carrier passenger docks in New York, N.Y., and points in the New York, N.Y., commercial zone as defined by the Commission

Note: Applicant states the above proposed service will be restricted to persons having a prior or subsequent movement. by ship. Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Philadelphia, Pa.

No. MC 109173 (Sub-No. 2) filed August 12, 1964. Applicant: HENRY A. CROOKS, doing business as MIO BUS LINE, 208 South Pine, Onaway, Mich. Applicant's attorney: Quentin A. Ewert, 117 West Allegan Street, Unions Savings and Loan Building, Lansing, Mich. Authority sought to operate as a common

carrier, by motor vehicle, over regular routes, transporting: Passengers and their baggage, newspapers, express, and mail, in the same vehicle with passengers, (1) between Bay City, and West Branch, Mich., from Bay City over U.S. Highway 23 to junction of Michigan Highway 76, thence over Michigan Highway 76 to West Branch, and return over the same route, serving all intermediate points, (2) between Onaway, and Rogers City, Mich., from Onaway, over Michigan Highway 68, to Rogers City, and return over the same route, serving all intermediate points, and (3) between Onaway, and Mackinaw City, Mich., from Onaway, over Michigan Highway 68 to Michigan Highway 27, thence north along Michigan Highway 27 to Indian River, thence over Michigan Highway 27, to junction of Michigan Highway 33, thence over Michigan Highway 33, to Cheboygan, Mich., thence over U.S. Highway 23, to Mackinaw City, and return over the same route, serving all intermediate points.

Note: If a hearing is deemed necessary, applicant requests it be held at Lansing, Mich.

No. MC 123432 (Sub-No. 5), filed August 14, 1964. Applicant: WISCONSIN COACH LINES, INC., 901 Niagara, Waukesha, Wis. Applicant's attorney: David Axelrod, 39 South LaSalle Street, Chicago 3, Ill. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: Passengers and their baggage, and express, mail and newspapers in the same vehicle with passengers (1) (a) between Milwaukee, Wis., and O'Hare International Airport, Chicago, Ill., from Milwaukee over U.S. Highway 41 to junction Interstate Highway 94, thence over Interstate Highway 94 to junction Interstate Highway 294, thence over Interstate Highway 294 and off the ramps, to junction Kennedy Expressway known as Illinois Highway 194), thence over Kennedy Expressway to O'Hare International Airport, and return over the same route serving all intermediate points, (b) from Milwaukee, Wis., over Wisconsin Highway 32 to Kenosha, thence over Wisconsin Highway 50 to iunction Interstate Highway 94, thence over Interstate Highway 94 to junction Interstate Highway 294, thence over Interstate Highway 294, and off the ramps, to junction Kennedy Expressway (also known as Illinois Highway 194), thence over Kennedy Expressway to O'Hare International Airport, and return over the same route serving all intermediate points. (2) between Racine, Wis., and O'Hare International Airport, Chicago, Ill., from Racine over Wisconsin Highway 20 to junction Interstate Highway 94. thence over Interstate Highway 94 to junction Interstate Highway 294, thence over Interstate Highway 294, and off the ramps, to junction Kennedy Expressway (also known as Illinois Highway 194). thence over Kennedy Expressway to O'Hare International Airport, and return over the same route serving all intermediate points.

Note: If a hearing is deemed necessary, applicant requests it be held at Milwaukee, Wis.

No. MC 126490 filed August 10, 1964. Applicant: FINN'S BUSSES, INC., Meadow Road, Edison, N.J. (Mailing address, Post Office Box 7, Nixon, N.J., 08818). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Passengers, and their baggage, in charter operations, beginning and ending at points in Middlesex County, N.J., and extending to New York City, N.Y., and Washington, D.C.

NOTE: If a hearing is deemed necessary, applicant requests it be held at Newark or New Brunswick, N.J.

# Applications for Brokerage Licenses motor carriers of passengers

No. MC 12919, filed August 10, 1964. Applicant: MARGARETA H. BLENKIN-SOP, doing business as TRAVEL UNLIMITED, 700 Asp Street, Post Office Box 661, Norman, Okla., 73070. For a license (BMC 5) to engage in operations as a broker at Norman, Okla., in arranging for transportation, by motor vehicle, in interstate or foreign commerce of Passengers and their baggage; in charter operations, in groups, between points in the United States and Hawaii.

No. MC 12920, filed August 17, 1964. Applicant: BEAVER VALLEY TRAVEL SERVICE, 725 11th Street, Beaver Falls, Pa. Applicant's attorney: Frank C. Lewis, 1126 Sixth Avenue, Beaver Falls, Pa., 15010. For a license (BMC 5) to engage in operations as a broker at Beaver Falls and Aliquippa, Pa., in arranging for the transportation by motor vehicle, in interstate or foreign commerce of Passengers and their baggage, both as individuals and groups in (a)- special and charter operations, and (b) round-trip, all-expense tours, beginning and ending at points in Beaver County, Pa., and extending to points in the United States. including Alaska and Hawaii.

No. MC 12921 filed August 12, 1964. Applicant: CALIFORNIA-N E V A D A GOLDEN TOURS, INC., 1675 Mill Street, Reno, Nev. For a license (BMC-5) to engage in operations as a broker at San Francisco, Oakland, Sacramento, Stockton, and San Jose, Calif., and Reno, Nev., in arranging for the transportation by motor vehicle in interstate and foreign commerce of passengers and their baggage, both as individuals and in groups, beginning and ending at points named above, and extending to clubs, casinos, motels, and hotels, located in Reno, Sparks, Carson City, North Shore, and South Shore of Lake Tahoe, Nev.

### HAWAIIAN APPLICATIONS

The following applications (No. MC 5429 Sub-No. 9 to No. MC 125567) pertaining to authority in Hawaii, and between points in Hawaii, on the one hand, and, on the other, points in the continental United States are hereby published, subject to the special rules prescribed in § 1.247 of the general rules of practice, which became effective on January 1, 1964, with the following exception, to wit: That the time for filing protests to said applications shall be 60 days after the date notice of filing of the applications is published in the Federal Register, in lieu of 30 days as prescribed in 1.247(d) (1).

Notice of the filing of these applications was published in the Federal Register, issue of August 26, 1964, and republished this issue because previous publication carried the wrong heading.

No. MC 5429 (Sub-No. 9), filed March 9, 1961. Applicant: LYON VAN LINES, INC., 1950 South Vermont Avenue, Los Angeles, Calif. Applicant's attorney: Warren N. Grossman, 740 Roosevelt Building, 727 West Seventh Street, Los Angeles 17, Calif. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Household goods, as defined by the Commission, between points in Hawaii.

Note: Common control may be involved.

No. MC 6992 (Sub-No. 4), filed September 7, 1960. Applicant: AMERICAN RED BALL TRANSIT COMPANY, INC., 1000 Illinois Building, Indianapolis 4, Ind. Applicant's attorney: John S. Fessenden, Suite 618, Perpetual Building, 1111 E Street NW., Washington 4, D.C. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Household goods as defined by the Commission, between points in Hawaii.

No. MC 8768 (Sub-No. 20), filed March 23, 1960. Applicant: SECURITY VAN LINES, INC., 533 City Park Avenue, New Orleans, La. Applicant's attorney: Tom B. Kretsinger, 510 Professional Building, Kansas City 6, Mo. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Household goods, as defined by the Commission, (A) between points in Hawaii, on the one hand, and, on the other, points in the United States, including points in Alaska.

Note: Common control may be involved.

No. MC 15735 (Sub-No. 13), filed March 24, 1960. Applicant: ALLIED VAN LINES, INC., 25th Avenue and Roosevelt Road, Broadview, Ill. Applicant's attorney: William O. Turney, 2001 Massachusetts Avenue NW., Washington 6, D.C. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Household goods, and defined by the Commission (1) between points in Hawaii; and (2) between points in Hawaii; on the one hand, and, on the other, points in the continental United States, including Alaska.

No. MC 22254 (Sub-No. 28), filed July 20, 1960. Applicant: TRANS-AMER-ICAN VAN SERVICE, INC., 7540 South Western Avenue, Chicago, Ill. Applicant's attorney: John C. Bradley, Suite 618, Perpetual Building, 1111 E Street NW., Washington 4, D.C. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Household goods, as defined by the Commission, (1) between points in Hawaii, and (2) between points in Hawaii, on the one hand, and, on the other, points in the continental United States, including Alaska.

No. MC 42866 (Sub-No. 8), filed May 25, 1961. Applicant: NATIONAL VAN LINES, INC., National Plaza, Broadview, Ill. Applicant's attorney: Warren N. Grossman, 740 Roosevelt Building, 727 West Seventh Street, Los Angeles 17,

Calif. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Household goods, as defined by the Commission, between points in Hawaii.

No. MC 52858 (Sub-No. 82), filed December 28, 1959. Applicant: CON-VOY COMPANY, a corporation, 3900 Northwest Yeon Avenue, Portland 10, Oreg. Applicant's attorney: Marvin Handler, 625 Market Street, San Francisco 5, Calif. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Automobiles, trucks, and busses, as defined by the Commission in Ex Parte MC-45, Descriptions in Motor Carrier Certificates, 61 M.C.C. 209 and 766, in secondary movements, in driveaway and truckaway service, between points in Hawaii.

No. MC 67234 (Sub-No. 5), filed June 9, 1960. Applicant: UNITED VAN LINES, INC., 7808 Maplewood Industrial Court, St. Louis 17, Mo. Applicant's attorney: G. M. Rebman, Suite 1230, Boatmen's Bank Building, St. Louis 2, Mo. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Household goods, as defined by the Commission in 17 M.C.C. 467, (a) between points in Hawaii, (b) between points in Hawaii, on the one hand, and, on the other, points in the continental United States, including Alaska.

No. MC 67234 (Sub-No. 8), filed August 4, 1961. Applicant: UNITED VAN LINES, INC., 7808 Maplewood Industrial Court, Post Office Box 3430, Maplewood, Mo. Applicant's attorney: G. M. Rebman, 314 North Broadway, St. Louis 2, Mo. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Household goods, as defined by the Commission, (1) between points in Hawaii, on the one hand, and, on the other, points in the continental United States, including Alaska, and (2) between points in Hawaii.

No. MC 70272 (Sub-No. 23), filed December 27, 1960. Applicant: KING VAN LINES, INC., 6800 East Kellogg, Wichita, Kans. Applicant's attorney: W. T. Brunson, 419 Northwest Sixth Street, Oklahoma City 3, Okla. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Household goods, as defined by the Commission, between points in Hawaii.

No. MC 79658 (Sub-No. 3), filed April 1961. Applicant: ATLAS VAN LINES, INC., 1212 St. George Road, Evansville, Ind. Applicant's attorney: Herbert Burstein, 160 Broadway, New York 38, N.Y. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Household goods, as defined by the Commission. (1) between points in Hawaii. and (2) between points in Hawaii on the one hand, and, on the other, points in Alabama, Arizona, Arkansas, California, Colorado, Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, Nebraska, Nevada, New Hampshire, New Jersey, New Mexico, New York, North Carolina, Ohio, Oklahoma, Pennsylvania, Rhode Island, South Carolina, Tennessee, Texas, Vermont, Utah, Virginia, West Virginia, Wisconsin, and the District of Columbia.

No. MC 88368 (Sub-No. 7), filed February 21, 1961. Applicant: SUNVAN LINES, INC., 1990 Alaskan Way, Seattle 1, Wash. Applicant's attorney: Alan F. Wohlstetter, One Farragut Square, Washington, D.C. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Household goods, as defined by the Commission, between points in Hawaii.

Note: Applicant states the above proposed operations will consist of traffic having a prior or subsequent movement by water or air.

No. MC 93734 (Sub-No. 3), filed April 10, 1961. Applicant: DEWITT TRANS-FER & STORAGE COMPANY, a corporation, 6060 North Figueroa Street, Los Angeles, Calif. Applicant's attorney: Karl K. Roos, 740 Roosevelt Building, 727 Seventh Street, Los Angeles 17, Calif. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Household goods, as defined by the Commission, between points in Hawaii.

No. MC 107012 (Sub-No. 29), filed August 18, 1960. Applicant: NORTH AMERICAN VAN LINES, INC., Fort Wayne, Ind. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Household goods, as defined by the Commission, (1) between points in Hawaii, and (2) between points in Hawaii, on the one hand, and, on the other, points in the continental United States including Alaska.

No. MC 110149 (Sub-No. 6), filed March 27, 1961. Applicant: DEAN VAN LINES, INC., 18420 South Santa Fe Ayenue, Long Beach, Calif. Applicant's attorney: David Axelrod, 39 South La Salle Street, Chicago 3, Ill. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Household goods, as defined by the Commission, between points in Hawaii.

Note: Applicant holds authority in Certificate No. MC 110149 (Sub-No. 1) authorizing transportation of household goods, as defined by the Commission, between númerous points of the continental United States. See application of Dean Van Lines of Hawaii in MC 123541.

No. MC 110585 (Sub No. 9), filed April 11, 1960. Applicant: REPUBLIC VAN AND STORAGE CO., INC., 330 South Central Avenue, Los Angeles 13, Calif. Applicant's attorney: Glenn W. Stephens, 121 West Doty Street, Madison 3, Wis. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Household goods, as defined by the Commission, (1) between points in Hawaii, (2) between points in Hawaii, on the one hand, and, on the other, points in Alabama, Alaska, Arkansas, California, Colorado, Connecticut, Delaware, the District of Columbia, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisi-

ana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, Nebraska, Nevada, New Hampshire, New Jersey, New York, North Carolina, Ohio, Oklahoma, Pennsylvania, Rhode Island, South Carolina, Tennessee, Texas, Utah, Vermont, Virginia, West Virginia, Wisconsin, and Wyoming.

No. MC 112263 (Sub-No. 7), filed July 21, 1960. Applicant: MARTIN VAN LINES, INC., 1461 Elliott Avenue West, Seattle 99, Wash. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Household goods, as defined by the Commission, between points in Hawaii; on traffic having prior or subsequent movement by water or air.

No. MC 118498 (Sub-No. 2), filed September 28, 1961. Applicant: SUNVAN & STORAGE CO., INC., 1990 Alaskan Way, Seattle 1, Wash. Applicant's attorney: Alan F. Wohlstetter, One Farragut Square, Washington 6, D.C. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: General commodities, including household goods as defined by the Commission, between points in Hawaii.

Note: Applicant states it is under common control with Sunvan Lines, Inc., MC 88368 and active Subs thereunder.

No. MC 119608 (Sub-No. 1), filed July 22, 1960. Applicant: MARTIN OVER-SEAS VAN LINES, INC., 1461 Elliott Avenue, West, Seattle 99, Wash. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: General commodities, including commodities in bulk, household goods as defined by the Commission, and those commodities requiring special handling because of unusual size or weight, between points in Hawaii, on traffic having prior or subsequent movement by water or air.

No. MC 123541, filed March 27, 1961. Applicant: DEAN VAN LINES OF HAWAII, 18420 South Santa Fe Avenue, Long Beach, Calif. Applicant's attor-ney: David Axelrod, 39 South La Salle Street, Chicago 3, Ill. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Household goods, as defined by the Commission, between points in Hawaii.

Note: Applicant states it is a wholly owned subsidiary of Dean Van Lines, Inc. See application of latter company in MC 110149 (Sub-No. 6).

No. MC 125567, filed July 30, 1963. Applicant: BEKINS VAN & STORAGE CO. OF HAWAII, INC., 1335 South Figueroa Street, Los Angeles 15, Calif. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Household goods, as defined by the Commission, between points in Hawaii.

Note: Common control may be involved.

Applications in Which Handling With-OUT ORAL HEARING HAS BEEN REQUESTED

#### MOTOR CARRIERS OF PROPERTY

No. MC 26739 (Sub-No. 40) filed August 13, 1964. Applicant: CROUCH Joseph, Mo., 64501. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: General commodities, (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading), serving Springfield, Ill., as an intermediate point in connection with applicant's presently authorized regular routes, between Chicago, Ill., on the one hand, and, on the other, Kansas City and St. Joseph, Mo.

Note: Applicant holds irregular route authority, to and from Springfield, Ill., which it will cancel if and when the regular-route authority is granted. This application is filed pursuant to MC-C-4366, effective May 1, 1964, which provides the special rules for the conversion of irregular-route to regularroute motor carrier operations.

SPECIAL NOTE: Protests to this application may be filed within 45 days instead of 30

No. MC 50069 (Sub-No. 303), filed August 10, 1964. Applicant: REFINERS TRANSPORT & TERMINAL CORPO-RATION, 111 West Jackson Boulevard, Chicago, Ill., 60604. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Lubricating oil, in bulk, in tank vehicles, from McKees Rocks, Pa., to Ludlow, Ky.

No. MC 107500 (Sub-No. 83), filed August 14, 1964. Applicant: BURLING-TON TRUCK LINES, INC., 796 South Pearl Street, Galesburg, Ill. Applicants attorney: R. J. Schreiber, 547 West Jackson Boulevard, Chicago, Ill., 60606. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: General com-modities (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, commodities requiring specal equipment, and those injurious or contaminating to other lading), between Kewanee, Ill., and junction Interstate Highway 280 and U.S. Highway 150 near Moline, Ill.; from Kewanee over Illinois Highway 78 to junction Interstate Highway 80, thence over Interstate Highway 80 to junction Interstate Highway 280, thence over Interstate Highway 280 to junction Interstate Highway 280 and U.S. Highway 150 near Moline, Ill., and return over the same route, serving no intermediate points, as an alternate route for operating convenience only in connection with applicant's regular-route operations.

Note: Common control may be involved.

No. MC 107500 (Sub-No. 84), filed August 14, 1964. Applicant: BURLING-TON TRUCK LINES, INC., 796 South Pearl Street, Galesburg, Ill. Applicant's attorney: R. J. Schreiber, 547 West Jackson Boulevard, Chicago, Ill. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: General commodities, (except those of unusual value, Classes A and B explosives, household goods, as defined by the Commission, commodities BROS., INC., Transport Building, St. in bulk, commodities requiring special

equipment, and those injurious or contaminating to other lading), between Kewanee, Ill., and Junction Interstate Highway 80 and U.S. Highway 26, located near Princeton, Ill., from Kewanee, over Illinois Highway 78 to Junction Interstate Highway 80, near Annawan, Ill., thence over Interstate Highway 80 to junction Illinois Highway 26, near Princeton, and return over the same route, serving 'no intermediate points, as an alternate route, for operating convenience only.

Note: Common control may be involved.

No. MC 110525 (Sub-No. 674), filed August 16, 1964. Applicant: CHEMICAL LEAMAN TANK LINES, INC., 520 East Lancaster Avenue, Downingtown, Pa. Applicant's attorneys: Edwin H. van Deusen (same address as applicant), and Leonard A. Jaskiewicz, 1155 15th Street NW., Madison Building, Washington, D.C. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Liquefied petroleum gas, in bulk, in tank vehicles, from points in Wayne County, Mich., to points in Ohio and Indiana.

No. MC 111170 (Sub-No. 88), filed August 13, 1964. Applicant: WHEELING PIPE LINE, INC., Post Office Box 1718, El Dorado, Ark. Applicant's attorney: Thomas Harper, Kelley Building, Post Office Box 297, Fort Smith, Ark. 72902. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Soybean oil and soybean products, in bulk, from Helena, Ark., to points in Alabama, Florida, Georgia, Illinois, Kansas, Kentucky, Louisiana, Missouri, Mississippi, Okla-

homa, Tennessee, and Texas.
No. MC 125035 (Sub-No. 9), filed August 12, 1964. Applicant: RAY E. BROWN, doing business as RAY E. BROWN TRUCKING, 1132 55th Street NW., North Canton, Ohio. Applicant's attorney: Fred H. Zollinger, 800 Cleveland-Tuscarawas Building, Canton, Ohio, 44702. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: Ice cream and ice cream confections such as but not limited to fudgesicles, popsicles, eskimo pies, ice cream bars, ice cream sandwiches, drumsticks and creamsicles, between Wheeling, W. Va., and Pittsburgh, Pa.

### MOTOR CARRIERS OF PASSENGERS

No. MC 1515 (Sub-No. 57) filed August 7, 1964. Applicant: GREYHOUND LINES, INC., 140 South Dearborn Street, Chicago 3, Ill. Applicant's attorney: Robert J. Bernard (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: Passengers and their baggage and express, newspapers, and mail, in the same vehicle with passengers, between junction U.S. Highway 27 and Tennessee Highway 29-A, south of Wartburg, Tenn., and junction U.S. Highway 27 and Tennessee Highway 61, north of Harriman, Tenn.; from junction U.S. Highway 27 and Tennessee Highway 29-A over U.S. Highway 27 to junction Tennessee Highway 61, north of Harriman, and return over

the same route, serving all intermediate points.

Note: Common control may be involved.

No. MC 107583 (Sub-No. 30) filed August 14, 1964. Applicant: SALEM TRANSPORTATION CO., INC., 113 West 42d Street, Suite 1004, New York, N.Y. 10036. Applicant's attorney: George H. Rosen, 291 Broadway, New York 7, N.Y. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Passengers and their baggage and effects, between McGuire Air Force Base, Fort Dix, Wrightstown, N.J., and points in the townships of New Hanover, North Hanover, Chesterfield, Bordertown, Mansfield, Springfield, and Pemberton, in Burlington County, N.J., Philadelphia, Pa., and Philadelphia commercial zone, as defined by the Commission, on the one hand, and, on the other, New York World's Fair, Flushing, N.Y., RESTRIC-TION: (a) The service will be limited to the transportation of not more than eleven (11) passengers in any one vehicle not including the driver thereof, and (b) proposed service will be operated during the seasonal periods of 1964 and 1965 when the New York World's Fair is open to the public.

By the Commission.

[SEAL]

HAROLD D. McCoy, Secretary.

[F.R. Doc. 64-8900; Filed, Sept. 1, 1964; 8:47 a.m.]

[No. FF-C-22]

## HOUSEHOLD GOODS CARRIERS' BU-REAU DETERMINATION OF LAW-**FUL OPERATIONS OF REGULATED** FORWARDERS OF USED HOUSE-**HOLD GOODS**

AUGUST 28, 1964.

Petitioner: Household Goods Carriers' Bureau, 1424 16th Street NW., Washington, D.C., 20036. Petitioner's attorney: Russell S. Bernhard, 1625 K Street NW., Washington, D.C., 20006. By petition filed August 17, 1964, petitioner, an association of some 1700 household goods carriers, each of whom holds a certificate of public convenience and necessity from this Commission authorizing the transportation of household goods, request the Commission to issue a declaratory order in accordance with the provisions of section 5(d) of the Administrative Procedure Act for the purpose of terminating a controversy and removing uncertainty regarding the lawfulness of certain operations being conducted by various regulated freight forwarders and certificated household goods carriers pursuant to the provisions of section 409(a) of the Interstate Commerce Act. Any person or persons desiring to participate in this proceeding may, within 30 days from the date of this publication, become a party to this proceeding by filing representations

supporting or opposing the relief sought by petitioner.

By the Commission.

[SEAL]

HAROLD D. McCoy, Secretary.

[F.R. Doc. 64-8901; Filed, Sept. 1, 1964; 8:48 a.m.]

### FOURTH SECTION APPLICATIONS FOR RELIEF

AUGUST 28, 1964.

Protests to the granting of an application must be prepared in accordance with Rule 1.40 of the general rules of practice (49 CFR 1.40) and filed within 15 days from the date of publication of this notice in the FEDERAL REGISTER.

#### LONG-AND-SHORT HAUL

FSA No. 39230: Joint motor-rail rates-Niagara Frontier. Filed by Niagara Frontier Tariff Bureau, Inc., agent (No. 27), for interested carriers. Rates on various commodities moving on class and commodity rates over joint routes of applicant rail and motor carriers, between points in central States, middle Atlantic and New England territories, on the one hand, and points in Provinces of Ontario and Quebec, Canada, on the other.

Grounds for relief: Motortruck competition.

Supplement 22 to Niagara Tariff Bureau, Inc., agent, Tariff: Frontier tariff MF-I.C.C. 59.

FSA No. 39231: Joint motor-rail rates-Niagara Frontier. Filed by Niagara Frontier Tariff Bureau, Inc., agent (No. 28), for interested carriers. Rates on various commodities moving on class and commodity rates over joint routes of applicant rail and motor carriers, between points in central States territory, on the one hand, and points in Provinces of Ontario and Quebec, Canada, on the other.

Grounds for relief: Motortruck competition.

Tariff: Supplement 22 to Niagara Frontier Tariff Bureau, Inc., agent, tariff MF-I.C.C. 59.

FSA No. 39232: Grain and grain products from and to WTL territory. Filed by Western Trunk Line Committee, agent (No. A-2373), for interested rail carriers. Rates on corn, oats, and direct products thereof, in carloads, from points in Illinois, Iowa, Missouri, and Wisconsin, to points in western trunk-line territory.

Grounds for relief: Market competition.

Tariffs: Supplement 57 to Chicago, Burlington & Quincy Railroad Company tariff I.C.C. 20528 and 4 other schedules named in the application.

By the Commission.

HAROLD D. McCoy, [SEAL] Secretary.

[F.R. Doc. 64-8894; Filed, Sept. 1, 1964; 8:46 a.m.]

# DEPARTMENT OF LABOR

Wage and Hour Division

# CERTIFICATES AUTHORIZING EM-PLOYMENT OF LEARNERS AT SPE-CIAL MINIMUM RATES

Notice is hereby given that pursuant to section 14 of the Fair Labor Standards Act of 1938 (52 Stat. 1060, as amended, 29 U.S.C. 201 et seq.), and Administrative Order No. 579 (28 F.R. 11524) the firms listed in this notice have been issued special certificates authorizing the employment of learners at hourly wage rates lower than the minimum wage rates otherwise applicable under section 6 of the act. The effective and expiration dates, occupations, wage rates, number or proportion of learners and learning periods for certificates issued under general learner regulations (29 CFR 522.1 to 522.9), and the principal product manufactured by the employer are as indicated below. Conditions provided in certificates issued under the supplemental industry regulations cited in the captions below are as established in those regulations.

Apparel Industry Learner Regulations (29 CFR 522.1 to 522.9, as amended, and 29 CFR 522.20 to 522.25, as amended).

The following learner certificates were issued authorizing the employment of ten percent of the total number of factory production workers for normal labor turnover purposes. The effective and expiration dates are indicated.

Delmeade Slacks, Inc., Okolona, Greensboro, Ga.; effective 8–17–64 to 8–16–65 (boys' and men's trousers).

Gregg-Harriet Shirt Co., Broad Street, P.O.

Box 364, Exmore, Va.; effective 8-11-64 to 8-10-65 (men's sport and dress shirts).

Kem Clothing Co., Inc., 802½ West Erwin, Tyler, Tex.; effective 8-12-64 to 8-11-65 (men's work pants, shirts, and boys' jeans). Kennebec Manufacturing Co., Inc., North-

ern Avenue, Gardiner, Maine; effective 8-16-64 to 8-15-65 (children's pants)

W. Kotkes and Son, Inc., 1305 Main Street, Lynchburg, Va.; effective 8-14-64 to 8-13-65 (nurses' and maids' uniforms).

H. D. Lee of Va., Inc., Broadway, Va.; effective 8-21-64 to 8-20-65 (leisure and work pants)

Allan Merrill Manufacturing Co., 316 West Lake Street, Chisholm, Minn.; effective 8-14-64 to 8-13-65 (men's and boys' jackets and car coats).

M. Nirenberg Sons, Inc., 750 Second Avenue, Troy, N.Y.; effective 8-17-64 to 8-16-65 (men's cotton shirts).

Plains Manufacturing Co., Inc., 61 Hudson Road, Plains, Pa.; effective 8-16-64 to 8-15-65 (brassieres).
Raycord Co., Inc., P.O. Box 651, Spartan-

burg, S.C.; effective 8-22-64 to 8-21-65 (men's sport shirts).

Rowan Industries, Inc., Rockwell, N.C.; effective 8-17-64 to 8-16-65 (ladies' and girls' pajamas and gowns, ladies' dusters).

Selmer Manufacturing Co., Inc., Selmer, Tenn.; effective 8-12-64 to 8-11-65 (men's and boys' sport shirts).

Shawnee Garment Manufacturing Co., 115½ North Bell, Shawnee, Okla.; effective 8-19-64 to 8-18-65 (men's and boys' overalls,

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coats, shirts and jeans, ladies' and girls'

Somerset Shirt & Pajama Co., Rural Delivery No. 1, Somerset, Pa.; effective 8-23-64 to 8-22-65 (men's and boys' nightwear).

Stapleton Garment Co., Stapleton, Ga.; effective 8-20-64 to 8-19-65 (men's and boys' cotton trousers).

cotton trousers).

Todd Manufacturing Co., Elkton, Ky.; effective 8-19-64 to 8-18-65 (men's work shirts and lockets).

and jackets).
Wright Manufacturing Co., 626 West Currahee Street, Toccoa, Ga.; effective 8-20-64 to 8-19-65 (men's and boys' casual pants).

The following learner certificates were issued for normal labor turnover purposes. The effective and expiration dates and the number of learners authorized are indicated.

Altamont Garment Co., North Third and Division Streets, Altamont, Ill.; effective 8-12-64 to 8-11-65; 10 learners (boys' trousers)

Bryan Infants' Wear, Inc., 6907 East 14th Street, Tulsa, Okla.; effective 8-10-64 to 8-9-65; 10 learners (infants' nightwear).

Columbus Manufacturing Corp., Tabor City, N.C.; effective 8-17-64 to 8-16-65; 10 learners (Sport shirts)

Dan-Dee Apparel Corp., Main and Locust Streets, Gallitzin, Pa.; effective 8–13–64 to 8–12–65; 10 learners (children's blouses and jumpers).

Fairmont Manufacturing Co., Inc., P.O. Box 625, Fairmont, N.C.; effective 8-20-64 to 8-19-65; 10 learners (ladies' nightgowns and pajamas).

Nob Hill Classics, Ltd., Corner of South College and Robinson Streets, Dallas, N.C.; effective 8-11-64 to 8-10-65; 10 learners (ladies' slacks).

Panola Inc. of Batesville, Highway 6 West, Batesville, Miss.; effective 8-20-64 to 8-19-65; 10 learners (women's girdles).

10 learners (women's girdles).
Protexall, Inc., 77 South Henderson Street,
Galesburg, Ill.; effective 8-11-64 to 8-10-65;
10 learners (men's work clothing).

Susan Garment, Inc., Bethel, Pa.; effective 8-12-64 to 8-11-65; 10 learners (ladies' blouses).

The following learner certificate was issued for plant expansion purposes. The effective and expiration dates and the number of learners authorized are indicated.

Petersburg Manufacturing Co., Petersburg, Tenn.; effective 8-11-64 to 2-10-65; 40 learners (men's and boys' outerwear jackets, and ladies' pants).

Glove Industry Learner Regulations (29 CFR 522.1 to 522.9, as amended, and 29 CFR 522.60 to 522.65, as amended).

Conover Glove Manufacturing Co., Inc., Conover, N.C.; effective 8-26-64 to 8-25-65; 10 learners for normal labor turnover purposes (Canton fiannel and jersey work gloves).

Wells Lamont Corp., Europa, Miss.; effective 8-17-64 to 8-16-65; 10 percent of the total number of machine stitchers for normal labor turnover purposes (work gloves).

Hosiery Industry Learner Regulations (29 CFR 522.1 to 522.9, as amended, and 29 CFR 522.40 to 522.43, as amended).

J. A. Cline & Son, Inc., Hildebran, N.C.; effective 8-20-64 to 8-19-65; 5 percent of the total number of factory production workers for normal labor turnover purposes (seam-

Ellis Hosiery Mills, Inc., P.O. Drawer 1088, Old Lenoir Highway, Hickory, N.C.; effective 8-19-64 to 8-18-65; 5 percent of the total number of factory production workers for normal labor turnover purposes (seamless).

Kayser-Roth Hosiery Co., Inc., Maiden Division, 33 East Main Street, Maiden, N.C.;

effective 8-17-64 to 8-16-65; 5 percent of the total number of factory production workers for normal labor turnover purposes (seamless)

Unique Knitting Company, Acworth, Ga.; effective 8-17-64 to 8-16-65; 5 percent of the total number of factory production workers for normal labor turnover purposes (seamless).

Knitted Wear Industry Learner Regulations (29 CFR -522.1 to 522.9, as amended, and 29 CFR 522.30 to 522.35, as amended).

Shadowline, Inc., Boone, N.C.; effective 8-14-64 to 8-13-65; 5 percent of the total number of factory production workers for normal labor turnover purposes (women's knit and woven lingerie).

Each learner certificate has been issued upon the representations of the employer which, among other things, were that employment of learners at special minimum rates is necessary in order to prevent curtailment of opportunities for employment, and that experienced work-> ers for the learner occupations are not available. Any person aggrieved by the issuance of any of these certificates may seek a review or reconsideration thereof within 15 days after publication of this notice in the Federal Register pursuant to the provisions of 29 CFR 522.9. The certificates may be annulled or withdrawn, as indicated therein, in the manner provided in 29 CFR Part 528.

The following student-worker certificates were issued pursuant to the regulations applicable to the employment of student-workers (29 CFR 527.1 to 527.9). The effective and expiration dates, occupations, wage rates, number of student-workers, and learning periods for the certificates issued under Part 527 are as indicated below.

Adelphian Academy, 820 Academy Road, Holly, Mich.; effective 9-1-64 to 8-31-65; authorizing the employment of 60 studentworkers in the woodworking (manufacturing trellises, picnic tables, bird houses, etc.) industry in the occupations of woodworking machine operator, assembler and related skilled and semiskilled occupations including incidental clerical work in the shop, for a learning period of 240 hours at the rates of \$1.10 for the first 120 hours and \$1.15 an hour for the remaining 120 hours.

Andrews University, Berrien Springs, Mich.; effective 9-1-64 to 8-31-65; authorizing the employment of: (1) 110 studentworkers in the bookbinding industry in the occupations of bookbinder, bindery worker and related skilled and semiskilled occupations, for a learning period of 600 hours at the rates of \$1.10 an hour for the first 300 hours and \$1.15 an hour for the remaining 300 hours; (2) 30 student-workers in the printing industry in the occupations of compositor, pressman and related skilled and semiskilled occupations, for a learning period of 1000 hours at the rates of \$1.10 an hour for the first 500 hours and \$1.15 an hour for the remaining 500 hours; (3) 105 student-workers in the furniture manufactur-ing industry in the occupations of woodworking machine operator, assembler, fin-isher and related skilled and semiskilled occupations, for a learning period of 600 hours at the rates of \$1.10 an hour for the first 300 hours and \$1.15 an hour for the remaining 300 hours; (4) 10 student-workers in the clerical industry in the occupations of bookkeeper, stenographer and related skilled and semiskilled occupations, for a learning period of 480 hours at the rates of

\$1.10 an hour for the first 240 hours and \$1.15 an hour for the remaining 240 hours.

Campion Academy, Southwest 42d and Academy Drive, Loveland, Colo.; effective 9-1-64 to 8-31-65; authorizing the employment of 25 student-workers in the broom manufacturing industry in the occupations of broom maker, stitcher, sorter, winder and related skilled and semiskilled occupations, for a learning period of 360 hours at the rates of \$1.10 an hour for the first 180 hours and \$1.15 an hour for the remaining 180 hours.

Clear Creek Baptist School, Pineville, Ky.; effective 9-1-64 to 8-31-65; authorizing the employment of 30 student-workers in the church furniture manufacturing industry in the occupations of woodworking machine operator, assembler, furniture finisher and related skilled and semiskilled occupations including incidental clerical work in the shop, for a learning period of 600 hours at the rates of \$1.10 an hour for the first 300 hours and \$1.15 an hour for the remaining 300 hours.

Hawaiian Mission Academy, 1438 Pensacola Street, Honolulu, Hawaii; effective 9-1-64 to 8-31-65; authorizing the employment of: (1) 5 student-workers in the printing industry in the occupations of compositor, pressman, bindery worker and related skilled and semiskilled occupations, for a learning period of 1000 hours at the rates of \$1.10 an hour for the first 500 hours and \$1.15 an hour for the remaining 500 hours; (2) 1 student-worker in the clerical industry in the occupations of typist, bookkeeper and related skilled and semiskilled occupations for a learning period of 480 hours at the rates of \$1.10 an hour for the first 240 hours and \$1.15 an hour for the remaining 240 hours.

Laurelwood Academy, Route 2, Gaston, Oreg.; effective 9-1-64 to 8-31-65; authorizing the employment of 30 student-workers in the furniture manufacturing industry in the occupations of woodworking machine operator, assembler, finisher and related skilled and semiskilled occupations, for a learning period of 600 hours at the rates of \$1.10 an hour for the first 300 hours and \$1.15 an hour for the remaining 300 hours.

Newbury Park Academy, 180 Academy Drive, Newbury Park, Calif.; effective 9-1-64 to 8-31-65; authorizing the employment of 35 student-workers in the broom manufacturing industry in the occupations of broom maker, sorter, seeder, winder, stitcher, and related skilled and semiskilled occupations, for a learning period of 360 hours at the rates of \$1.10 an hour for the first 180 hours and \$1.15 an hour for the remaining 180 hours.

Ozark Academy, Route 2, Gentry, Ark.; effective 9-1-64 to 8-31-65; authorizing the employment of 8 student-workers in the broom and mop manufacturing industry in the occupations of broom maker, stitcher, sorter, winder, painter and related skilled and semiskilled occupations, for a learning period of 360 hours at the rates of \$1.10 an hour for the first 180 hours and \$1.15 an hour for the remaining 180 hours.

Sandia View Academy, P.O. Box 98 and 325 (Corrales Road), Sandoval, N. Mex.; effective 9-1-64 to 8-31-65; authorizing the employment of 50 student-workers in the furniture manufacturing (wood) industry in the occupations of woodworking machine operator, assembler, finisher and related skilled and semiskilled occupations, for a learning period of 600 hours at the rates of \$1.10 an hour for the first 300 hours and \$1.15 an hour for the remaining 300 hours.

Southern Missionary College, Collegedale, Tenn.; effective 9-1-64 to 8-31-65; authorizing the employment of: (1), 100 student-workers in the bookbinding industry in the occupations of bookbinder, sewer, casemaker and related skilled and semiskilled occupations, for a learning period of 600

hours at the rates of \$1.10 an hour for the first 300 hours and \$1.15 an hour for the remaining 300 hours; (2) 60 student-workers in the broom manufacturing industry in the occupations of winder, sorter, stitcher and related skilled and semiskilled occupations, for a learning period of 360 hours at the rates of \$1.10 an hour for the first 180 hours and \$1.15 an hour for the remaining 180 hours; (3) 12 student-workers in the clerical industry in the occupations of typist, filer, stenographer and related skilled and semiskilled occupations for a learning period of 480 hours at the rates of \$1.10 an hour for the first 240 hours and \$1.15 an hour for the remaining 240 hours; (4) 35 student-workers in the printing industry in the occupations of compositor, pressman, and related skilled and semiskilled occupations, for a learning period of 1000 hours at the rates of \$1.10 an hour for the first 500 hours and \$1.15 an hour for the remaining 500 hours.

The student-worker certificates were issued upon the applicant's representations and supporting material fulfilling the statutory requirements for the issuance of such certificates, as interpreted and applied by Part 527.

Signed at Washington, D.C., this 21st day of August 1964.

> ROBERT G. GRONEWALD, Authorized Representative of the Administrator.

[F.R. Doc. 64-8882; Filed, Sept. 1, 1964; 8:45 a.m.]

#### CERTIFICATES **AUTHORIZING** EM-PLOYMENT OF FULL-TIME STU-DENTS WORKING OUTSIDE OF SCHOOL HOURS IN RETAIL OR SERVICE ESTABLISHMENTS AT SPE-CIAL MINIMUM WAGES

Notice is hereby given that pursuant to section 14 of the Fair Labor Standards Act of 1938 (52 Stat. 1060, as amended, 29 U.S.C. 201 et seq.), the regulation on employment of full-time students (29 CFR Part 519), and Administrative Order No. 579 (28 F.R. 11524), the establishments listed in this notice have been issued special certificates authorizing the employment of full-time students working outside of school hours at hourly wage rates lower than the minimum wage rates otherwise applicable under section 6 of the act. The effective and expiration dates are as indicated below. Pursuant to § 519.6(b) of the regulation, the minimum certificate rates are not less than 85 percent of the minimum applicable under section 6 of the act.

The following certificates were issued pursuant to paragraphs (c) and (g) of § 519.6 of 29 CFR Part 519, providing for an allowance not to exceed the proportion of the total number of hours worked by full-time students at rates below \$1.00 an hour to the total number of hours worked by all employees in the establishment during the base period, or 10 percent, whichever is less, in occupations of the same general classes in which the establishment employed fulltime students at wages below \$1.00 an hour in the base period.

Byck Bros. & Co., 532 South Fourth Street, Louisville, Ky.; effective 9-3-64 to 9-2-65. Cooper & Ratcliff of Bassett, Inc., Bassett, Va.; effective 9-3-64 to 9-2-65.

Cooper & Ratcliff of Collinsville, Inc., No. 2, Collinsville, Va.; effective 9-3-64 to 9-2-65. Cooper & Ratcliff, Box 2037, Martinsville,

Va.; effective 9-3-64 to 9-2-65.

Diskay Discount Mart, Division of W. T. Grant Co., 134 North Loudon Street, Winchester, Va.; effective 9-3-64 to 9-2-65.

Dyche Jones Food Store, 208 South Broad Street, London, Ky.; effective 9-3-64 to 9-2-65.

Dyche Jones Food Store, Manchester, Ky.; effective 9-3-64 to 9-2-65.

Eagle Stores Co., Inc., 1-11 West Main Street, Martinsville, Va.; effective 9-3-64 to 9-2-65.

Gilbert Pharmacy, Inc., 2505 11th Avenue, Greeley, Colo.; effective 9-3-64 to 9-2-65.

W. T. Grant Co., No. 849, Jacksonville, Fla.; effective 9-3-64 to 9-2-65.

W. T. Grant Co., 82 Whitehall Street SW.,

Atlanta, Ga.; effective 9-3-64 to 9-2-65. W. T. Grant Co., No. 44, Macon, Ga.; effective 9-3-64 to 9-2-65.

W. T. Grant Co., No. 356, Clarksburg, W. Va.; effective 9-3-64 to 9-2-65.

Hested Stores Co., No. 715, Norfolk, Nebr.; effective 9-3-64 to 9-2-65.

P. N. Hirsch Co., 309 West Reed, Moberly, Mo.; effective 9-3-64 to 9-2-65.

Jupiter Discount Store, No. 4548, Petersburg, Va.; effective 9-3-64 to 9-2-65.

Jupiter, No. 4549, Charleston, W. Va.; effective 9-3-64 to 9-2-65.

S. S. Kresge Co., No. 730, Miami, Fla.; effec-

tive 9-3-64 to 9-2-65. S. S. Kresge Co., No. 108, Cedar Rapids,

Iowa; effective 9-3-64 to 9-2-65. S. S. Kresge Co., No. 154, Council Bluffs, Iowa; effective 9-3-64 to 9-2-65.

S. S. Kresge Co., 902 West Kimberly Road.

Davenport, Iowa; effective 9-3-64 to 9-2-65. S. S. Kresge Co., No. 542, Des Moines, Iowa; effective 9-3-64 to 9-2-65.

S. S. Kresge Co., No. 71, Des Moines, Iowa; effective 9-3-64 to 9-2-65.

S. S. Kresge Co., No. 680, Mason City, Iowa; effective 9-3-64 to 9-2-65.

S. S. Kresge Co., No. 163, Sioux City, Iowa; effective 9-3-64 to 9-2-65.

S. S. Kresge Co., No. 152, Waterloo, Iowa; effective 9-3-64 to 9-2-65.

S. S. Kresge Co., No. 197, Salina, Kans.; effective 9-3-64 to 9-2-65.

S. S. Kresge Co., No. 124, Covington, Ky.; effective 9-3-64 to 9-2-65.

S. S. Kresge Co., No. 79, Lexington, Ky.; effective 9-3-64 to 9-2-65.

S. S. Kresge Co., No. 385, Louisville, Ky.; effective 9-3-64 to 9-2-65.

S. S. Kresge Co., No. 624, Louisville, Ky.; effective 9-3-64 to 9-2-65.

S. S. Kresge Co., No. 457, Louisville, Ky.; effective 9-3-64 to 9-2-65.

S. S. Kresge Co., 100 East Main Street, Owensboro, Ky.; effective 9-3-64 to 9-2-65. S. S. Kresge Co., No. 112, Peducah, Ky.; effective 9-3-64 to 9-2-65.

S. S. Kresge Co., No. 89, Hannibal, Mo.; effective 9-3-64 to 9-2-65.

S. S. Kresge Co., No. 625, Independence, Mo.; effective 9-3-64 to 9-2-65.

S. S. Kresge Co., No. 555 Jennings, Mo.; effective 9-3-64 to 9-2-65.

S. S. Kresge Co., No. 82, Kansas City, Mo.; effective 9-3-64 to 9-2-65.

S. S. Kresge Co., 1514 South Glenstone, Springfield, Mo.; effective 9-3-64 to 9-2-65. S. S. Kresge Co., No. 96, Springfield, Mo.; effective 9-3-64 to 9-2-65.

S. S. Kresge, Co., No. 58, St. Joseph, Mo.; effective 9-3-64 to 9-2-65.

S. S. Kresge Co., No. 461, St. Louis, Mo.;

effective 9-3-64 to 9-2-65. S. S. Kresge Co., No. 601, St. Louis, Mo.:

effective 9-3-64 to 9-2-65. S. S. Kresge Co., No. 11, Webster Groves, Mo.; effective 9-3-64 to 9-2-65.

S. S. Kresge Co., No. 326, Omaha, Nebr.; effective 9-3-64 to 9-2-65.

S. S. Kresge Co., No. 401, Omaha, Nebr.; effective 9-3-64 to 9-2-65.

S. S. Kresge Co., 60 Broadway, Fargo, N. Dak.; effective 9-3-64 to 9-2-65.

S. S. Kresge Co., 2910 East 49th Street, Chattanooga, Tenn.; effective 9-3-64 to 9-2-65.

S. S. Kresge Co., 6471 Arlington Boulevard, Falls Church, Va.; effective 9-3-64 to 9-2-65. S. S. Kresge Co., No. 612, Lynchburg, Va.; effective 9-3-64 to 9-2-65.

S. S. Kresge Co., No. 439, Norfolk, Va.: effective 9-3-64 to 9-2-65.

S. S. Kresge Co., 209 Capitol Street, Charleston, W. Va.; effective 9-3-64 to 9-2-65.

S. H. Kress and Co., 6108 14th Street W., Bradenton, Fla.; effective 9-3-64 to 9-2-65. S. H. Kress and Co., 121 Washington Street, Albany, Ga.; effective 9-3-64 to 9-2-65.

S. H. Kress and Co., 118 Jackson Street, Americus, Ga.; effective 9-3-64 to 9-2-65. S. H. Kress and Co., 50 Broad Street SW., Atlanta, Ga.; effective 9-3-64 to 9-2-65.

S. H. Kress and Co., 832 Broad Street, Au-

gusta, Ga.; effective 9-3-64 to 9-2-65. S. H. Kress and Co., 1505 Newcastle Street, Brunswick, Ga.; effective 9-3-64 to 9-2-65.

McCrory Corp., 35-37-43 Main Street, Pulaski, Va.; effective 9-3-64 to 9-2-65.

McCrory-McLellan & Green Stores, 110 East Main Street, Lexington, Ky.; effective 9-3-64 to 9-2-65.

McCrory-McLellan-Green Stores, 905 Third Avenue, Huntington, W. Va.; effective 9-3-64 to 9-2-65.

McLellan Stores Co., No. 507, Nashville, Tenn.; effective 9-3-64 to 9-2-65.

Morgan & Lindsey, Inc., No. 3093, Beaumont, Tex.; effective 9-3-64 to 9-2-65.

Morgan & Lindsey, Inc., No. 3066, Beaumont, Tex.; effective 9-3-64 to 9-2-65.

Morgan & Lindsey, Inc., No. 3058, Beaumont, Tex.; effective 9-3-64 to 9-2-65.

Neisner Bros., Inc., No. 59, St. Louis, Mo.; effective 9-3-64 to 9-2-65.

J. J. Newberry Co., 116 South Main, Twin Falls, Idaho; effective 9-3-64 to 9-2-65.

J. J. Newberry Co., 110 South Main Street.

Harlan, Ky.; effective 9-3-64 to 9-2-65.

J. J. Newberry Co., 200 North Main, Henderson, Ky.; effective 9-3-64 to 9-2-65.

J. J. Newberry Co., Main and Maysville

Streets, Mt. Sterling, Ky.; effective 9-3-64 to 9-2-65.

J. J. Newberry Co., 203-7 East Mount Vernon Street, Somerset, Ky.; effective 9-3-64 to 9-2-65.

J. J. Newberry Co., 808 Broadway, Columbia, Mo.; effective 9-3-64 to 9-2-65.

J. J. Newberry Co., 289 Dakota Avenue SW.,

Huron, S. Dak.; effective 9-3-64 to 9-2-65.

Newberry Pineville Corp., 123 Pine Street, Pineville, Ky.; effective 9-3-64 to 9-2-65. Olson Supermarket, 1406 West Main Street,

Chanute, Kans.; effective 9-3-64 to 9-2-65. Olson Supermarket, 3209 Main Street, Par-

sons, Kans.; effective 9-3-64 to 9-2-65. Piggly Wiggly, No. 1, Lamesa, Tex.; effective 9-3-64 to 9-2-65.

Piggly Wiggly, No. 2, Lamesa, Tex.; effective -3-64 to 9-2-65.

L. R. Samuels & R. S. Dye, d/b/a L. R. Samuels, 2457 Washington Boulevard, Ogden, Utah; effective 9-3-64 to 9-2-65.

Silver's 5 & 10, No. 1133, Charleston, W. Va.; effective 9-3-64 to 9-2-65.

Wade's Super Market, 305 Roanoke Street, Christiansburg, Va., effective 9-3-64 to 9-2-65. F. W. Woolworth Co., No. 516, Grand Island. Nebr.; effective 9-3-64 to 9-2-65.

The following certificates were issued to establishments coming into existence after May 1, 1960, under paragraphs (c), (d), (g), and (h) of § 519.6 of 29 CFR Part 519. The certificates permit the employment of full-time students at rates of not less than 85 percent of the

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minimum applicable under section 6 of the act in the classes of occupations listed, and provide for limitations on the percentage of full-time student hours of employment at rates below the applicable statutory minimum to total hours of employment of all employees. The percentage limitations vary from month to month between the minimum and maximum figures indicated.

S. H. Heironimus Co., Inc., t/a Heironimus Towers, Towers Shopping Center, Roanoke, Va.; effective 11–1–64 to 12–31–64; salesclerks, stock clerks, gift wrappers; between 2.3 percent and 5.8 percent.

F. W. Woolworth Co., No. 704, Sterling, Ill.; effective 9-3-64 to 9-2-65; salesclerk; 10 percent for each month.

Each certificate has been issued upon the representations of the employer which, among other things, were that employment of full-time students at special minimum rates is necessary to prevent curtailment of opportunities for employment, and the hiring of full-time students at special minimum rates will not tend to displace full-time employees. The certificates may be annulled or withdrawn, as indicated therein, in the manner provided in Part 528 of Title 29 of

the Code of Federal Regulations. Any person aggrieved by the issuance of any of these certificates may seek a review or reconsideration thereof within fifteen days after publication of this notice in the Federal Register pursuant to the provisions of 29 CFR 519.9.

Signed at Washington, D.C., this 24th day of August 1964.

ROBERT G. GRONEWALD, Authorized Representative of the Administrator.

[F.R. Doc. 64-8883; Filed, Sept. 1, 1964; 8:46 a.m.]

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